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THE LIFE OF GOULD,

AN

EX-MAN-OF-WAR'S-MAN,

WITH

INCIDENTS ON SEA AND SHORE,

INCLUDING THE THREE-YEAR'S CRUISE OF THE LINE OF BATTLE SHIP OHIO, ON THE MEDITERRANEAN STATION, UNDER THE VETERAN

COMMODORE HULL,

R.F.

4.13.2

CLAREMONT, N. H.:
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PREFACE.

The narrative hereby presented to the public, is offered with little pretension to literary merit, but as a simple record of personal observation and adventure; and trusting to the benevolence and sympathy of his fellow-men, and at the earnest solicitation of his friends, the writer has decided on its publication; encouraged also by the hope that it may contribute to relieve him from the pecuniary embarrassment under which he now labors, in consequence of being deprived of his sight, a misfortune in which all may sympathize—and which none can fully realize, but those who have experienced the same calamity.

One thing the author feels confident of, that the perusal of his work cannot in the least degree injure the mind or morals of the reader, as it is no tale of fiction, and nothing more or less than plain facts, which are well known to a large circle of friends and acquaintances.

This may certify that I am personally acquainted with Roland F. Gould, and am particularly acquainted with that portion of his work relative to the cruise of the Ohio, having been attached to the same ship with him. I would commend him to the public, as one worthy of their confidence and sympathy.

CHARLES C. HOUGHTON,
Preacher in the M. E. Church.

Winchester, N. H., June 20th, 1851.

We the undersigned, have read "The Life of Roland F. Gould, an Ex-man-of-war's-man," in the manuscript, and hereby certify that we have been much interested therein, and consider it a more than usually interesting and instructive narrative of sea-faring life and life on shore—and we cheerfully recommend Mr. Gould and his book to public patronage.

E. M. FORBES, Attorney.
W. H. GUERNSEY, P. M.
IRA W. RUSSELL, Dentist.
H. PEIRCE, M. D.
GEORGE W. PEIRCE, M. D.

Winchester, N. H., July 2d, 1867.

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LIFE OF GOULD.

CHAPTER I.

I was born in the beautiful town of Charlestown, which is situated at the head of Massachusetts Bay, in the State of Massachusetts, and separated from Boston by Charles River. It has been remarked by more than one writer, whose acquaintance with human nature was undisputed, that the formation of character is much owing to the kind of scenery by which we are surrounded in our early days; and every day observation tends to establish the truth of this remark. But however this may be, and doubtless it is the case, there is something still more omnipotent in the early formation of character than this, and that is the sports of childhood, and the companions who participate in them.

The future sailor drew his first breath at the foot of Bunker Hill, near the navy yard ; and the contiguity of his home to the sea afforded means of constant enterprise and peril, and was a continued temptation to acts of daring and hazardous experiment, which bred a familiarity with danger, which has proved a bane to the happiness of many a father and mother. It is no uncommon thing to see boys, whom we should think scarcely able to manage a boat, in pleasant weather scouring the coast for many miles around in the most boisterous seasons, and with as much apparent unconcern as we should feel sitting by our own fireside ; not that accidents have not happened by which many have found a watery grave, but they never operated to intimidate the survivors.

I was born on the 10th of March, 1817, and was the son of Joseph Gould, of Charlestown, an honest and respectable man, who died April 17th, 1823. At this time I was left to the entire care of a pious and worthy mother. At the age of seven, while playing on a wharf near

Charlestown old bridge, I came very near losing my life by drowning. I was playing with a small ship which I had carved out from a block of wood, and rigged with some spars and sails, and was so intent upon sailing it that I lost my balance and fell into the sea. A man by the name of Osgood saw me fall, and arrived in time to rescue me as I was sinking the third time. At the age of eight, while I was attending the town school in Charlestown, I was severely flogged by the writing-master,—the said master having given out that he would severely punish any boy who got a blot on his writing-book. As I was sitting at my desk writing, a boy who sat in the desk before me, turned around and snapped a pen full of ink on to my writing book. I was so indignant that, under the impulse of the moment, I got up and knocked the boy out of his seat. The master called me out upon the floor, and told me that he had heard that I had several times said he could not make me cry, but he would now try. He gave me twenty-four lashes with a green-hide or cow-hide, but did not

start a tear. I went directly to my seat, took my hat and books and started for the door. The master told me to come back, but the reply I made was, that I would pay him in his own coin if It was twenty years after, which threat I actually carried out ten years after. My back was so lacerated from my hips to my shoulders that I was unable to lay on my back or sides for more than three weeks. About this time, or shortly after this, my mother moved to Boston, and at the time of the great fire in Beacon street my mother was so afraid I should go that she took my shoes and stockings away from me, but this could not stop me; I arrived at the fire and rushed into one of the burning buildings to save some small articles, and was rescued by an older brother who belonged to one of the fire companies, just in time to escape the falling buildings. This being the year in which Lafayette visited Boston I was determined to see him, but the houses in the vicinity of the street through which he was to pass were so crowded that I could get no other chance than to go up through

the scuttle of the house, and sit on the ridge-pole, near the chimney, by which means I got a fair view of Lafayette, as he passed down Milk Street. While my mother resided in Water Street I went to the Fort Hill school. In the year 1826 my mother removed to North Federal Court, a court leading from Hanover Street. While residing there I attended the Hancock school. There were three or four boys of about the same age residing in the same court. I with three of the boys one day went down to the wharf which is near the steamboat pier, went on board a schooner, borrowed a boat, and went across to Williams Island, now East Boston. We went upon the Island and were gone two or three hours. Whilst we were absent a man came over from Boston and took the boat, as we had borrowed it for only half an hour, and thus left us on the island. We went up to the house, there being only one on the island at the time, and told the man who lived there the circumstances of our being left. He told us that we must stay till morning, and then he would carry us over ;

but thinking the man might consider that we had trespassed, and devise some way of punishment, I concluded that I would try some way of escape. I went up to the north end of the island and hailed one of the Chelsea ferry boats, which came and took me off and carried me back to Boston. I went and told the parents of the other boys the circumstances, so that they need not be concerned about them. In 1827 I came very near losing my life again. I was playing on the water in South Cove, near South Boston bridge, in company with a large Newfoundland dog. I being on a single plank, lost my balance and fell into the water, and being unable to swim at the time, came very near drowning, but the dog rescued me from a watery grave.

At the age of twelve years, returning home from Charlestown, in crossing Charlestown old bridge, I discovered something floating on the water, and immediately obtained a boat which had but one oar, and started to ascertain what it was. It proved to be the body of a girl, about

twelve years of age, who some days previously had been drowned while sailing on a pleasure excursion in company with her parents. Being unable to lift the body from the water, or retain it and manage my boat at the same time, as the tide was setting out very fast, I resolutely maintained my hold upon the lifeless remains of the poor girl, and left myself and boat to the mercy of the waves. I was carried in this situation nearly two miles, when I fortunately fell in with some sailors, who had just put off in a boat from a schooner, which happened at that moment to be entering the harbor.

CHAPTER II.

In the year 1829, my mother thought it advisable to send me into the country with a gentleman who was paying attention to my sister. I, thinking it only for a visit, liked the plan well, and accordingly visited Winchester, N. H., in company with the said gentleman, it being his place of nativity ; but I found it rather a long visit, as the gentleman returned to Boston leaving me at his fathers, where I remained a year. While I was there I enjoyed myself quite well in attending parties, apple-parings, &c., which were quite fashionable in that part of the country at that time. In the year 1830 I returned to Boston. Immediately after my return I went to Roxbury and commenced driving a milk-cart from that place to the city. After remaining there a short time I left, the work being too hard for me, and went to work in Brighton for my brother-in-law, tending ten-pin-alleys

at the Cattle Fair Hotel; but I remained at Brighton only a short time. At the expiration of some three or four weeks I returned to Boston to visit my mother, in company with Capt. Rice, a driver from Conway, Mass. In the course of the ride Capt. Rice told me that he knew of a man in Conway who wanted just such a boy as I was, and asked me if I would not like to go. He told me I could hear from home once a fortnight, and if I was discontented I could return at any time. Having obtained my mother's consent, I returned with Capt. Rice to Conway, and went to live in the family of Mr. Broaderic. But I did not remain there long, owing to the loneliness of the situation—it being off from the main road, and half a mile from any other dwelling. My leaving there was not on account of any dislike to the family, as they were very worthy and pious people.

I then went to reside with Mr. Thwing, with whom I remained till 1832. I was very pleasantly situated and probably would have remained there had not my mother sent for me to re-

turn to Boston to learn a trade. Those were among the happiest days of my life, a great many pleasant recollections clustered around my stay in Conway; and never, while surrounded by perils and dangers, could those recollections be obliterated from my memory. On my return to Boston I went to work for Mr. Robert Burr, No. 3 Hanover Street, saddler and trunk manufacturer. But I did not like the business and accordingly left and went to learn the carpenter's trade of an older brother in Charlestown. My brother and his partner were at that time engaged in building the Winthrop meeting-house, and female seminary; but I was shortly thrown out of employment by the failure of my brother, caused by the rascality of his partner.

When I was in my sixteenth year, I was present at the destruction of the nunnery on Mount Benedict, in August, 1832, which place it will be remembered was the scene of considerable excitement at that time in connection with Miss Reed and Miss Harrison. Miss Reed I had been formerly acquainted with while she was attend-

ing the female seminary in Charlestown. While she was at this place, she was prevailed upon by some of her friends to leave this institution and enter the school attached to the nunnery. Whilst attending the school at the nunnery she one day requested permission of the Lady Superior, to see the ceremony performed of taking the veil; the Lady Superior told her that if she would herself act the part of the nun and repeat the rites and ceremonies appertaining to the same, she would show her there and then. Miss Reed being perfectly innocent and having no suspicion that by doing this she would be considered a nun, went through with the ceremony; after which the Lady Superior told her that she had taken the veil and could no more have intercourse with the world outside of the nunnery. Her mother, brother and friends several times afterwards called, but were denied an interview, as the Lady Superior told them that she had taken the vows upon her, and wished to have no more intercourse with the world. Shortly after this the City Guards, an independent company from Bos-

ton with the Boston Brass Band attached, while passing the nunnery attracted the attention of the inmates; they all, with the exception of Miss Reed, went to the front side of the nunnery to see the procession as it passed. Miss Reed discovering that the gardener had left the key of the garden gate in the lock, unlocked it and fled across the fields down to the toll-house on the Medford turnpike, kept at that time by a Mr. Kidder, and claimed his protection. Mr. Kidder having some four or five men at work for him, called them in and armed them. By this time the people at the nunnery had discovered Miss Reed's escape and immediately rung the alarm bell, at the same time placing a blood-hound upon her track, which traced her to the before mentioned retreat. The Lady Superior and some others, with threats and persuasions tried to induce her to return to the nunnery with them, but all their threats and persuasions proved unavailing. Mr. Kidder having taken her under his protection, sent immediately for the selectmen of the town of Charlestown, who

delivered her up to her friends and relatives. Whilst she was confined in the nunnery she learned that there was a Miss Harrison confined there in the same manner that she had been, against her will and wishes. This so exasperated the people of Charlestown, Boston and vicinity, that they determined on some mode of revenge.

I will give a description of the destruction of the convent, as witnessed by myself. About nine o'clock in the evening of the third of August there were collected together about two hundred men at the foot of the avenue leading to the nunnery; after holding a counsel of a few minutes duration they entered the avenue and proceeded to the front door of the nunnery and demanded an interview with Miss Harrison, who, they understood, was detained there against her will. The reply of the Lady Superior was, that she could not and should not be seen. The question was asked, how many armed men there were in the house? the Lady Superior replied that she had other protection than that of man—she had the protection of God. One of the men

then present told her that she ought to be ashamed of herself to mention the name of God in such a house of prostitution. The interview was then brought to an end by the Lady Superior, who immediately closed and barred the door. The men then retired some few rods from the nunnery to consult upon what measures it would be best to adopt, and while they were thus consulting, several pistols were discharged from the garden, which was separated from the avenue by a high fence. They supposed these shots were fired by some of the people belonging to the nunnery, which so exasperated them that they immediately ceased their consultation and commenced breaking down the fence which separated the garden from the avenue; and afterwards they carried it about twenty rods and piled it up directly in front of the nunnery. By this time as many as five hundred men had collected, and about half past nine o'clock the above fence, together with some three or four tar barrels were set on fire. The alarm of fire was then given by the ringing of the bells in Boston, Charlestown,

Cambridge, and all the adjoining towns. At this time most of the men present were disguised as brickmakers. At fifteen minutes before ten the inhabitants of the nunnery were notified that they could have fifteen minutes during which they could leave the premises in safety. At the expiration of that time about ten thousand people had collected there; and at precisely ten o'clock the nunnery was entered by the rioters, who proceeded to collect all the books, light apparel, &c., and set fire to them, and in fifteen minutes from the time the rioters entered the nunnery the flames were bursting from every window in the building. As fast as the engines arrived at the scene of action the firemen took from their caps their badges, and left their engines in the road, and mingled with the mob. The selectmen, with a large posse of police, took some of the engines and attempted to play upon the fire, but were immediately driven back by the rioters. While the building was burning, the firemen, numbering from one to two thousand, seated themselves under some beautiful

trees that were directly in front of the nunnery, and sung "Old Hundred."

At twelve o'clock the Bishop's study was set on fire, and at this time it was estimated that there were about 100,000 people on the ground. At 4 o'clock the farm-house and out-buildings were fired, which completed the work of destruction. I will here state that previous to the destruction of the nunnery, the inmates consisted of the Lady Superior, six Sisters of Charity, ten or twelve nuns, and sixty or seventy young ladies from different parts of the country who were placed there for the purpose, it was said, of completing their education. It may be well to add that not one female belonging to the nunnery was abused or insulted in the least, but on the contrary the rioters did all in their power to place them beyond the reach of harm or danger.

CHAPTER III.

While I was in Charlestown I formed an acquaintance with several girls who worked in a straw factory. As I was escorting one of them home to her mother's one evening, she informed me that she had been grossly insulted the evening previous by a young counter-jumper as she was returning home alone from the factory. After I had left her at her mother's and was returning, I met the person who had insulted the lady the evening before and requested an interview the next evening at eight o'clock, at the corner of Main and Back Streets, which was accordingly granted. I was fifteen years of age, and my opponent eighteen. I met him and struck him with a cowhide, upon which my opponent drew a dirk, but I wrenched it from his hand and put it in my bosom, and before I left him gave him a thorough cowhiding in the presence of five or six of his brother store-sweeps. I then told him

why I had done it. As the young man's father was wealthy and influential, I heard there was quite a stir being made about the matter, therefore I thought it best to leave for awhile, and accordingly shipped on board a top-sail schooner called the Only Son, belonging to Mitchell, of Charlestown, and commanded by Capt. Pressey. The schooner carried about one hundred and fifty tons and was rather rakish built, after the Baltimore Clipper fashion. She carried a foresail, mainsail, foretop-sail, foretop-gallant-sail, gaff, jib and flying-jib. She sailed the next day, passed through the harbor, had a pretty smooth passage, nothing occurring worth relating till we had got outside the Boston Light. Having had for a few days previous a heavy wind from the N. E. which caused a heavy swell to set in landward, but shortly after passing the light, the wind, lulling away into a dead calm, we drifted near the Cohasset Rocks; but soon the wind veered round to the S. W. which being a fair wind for us, we steered for the British Provinces. After doubling Cape Ann we found

that the wind having shifted to a different point of compass formed short seas which made it very rough and disagreeable, and as the schooner scudded rapidly on before the fresh wind, in striking the cross-seas the spray was thrown all over the deck. It being the first time that I had ever been outside of the harbor in such rough weather I was very sea sick, but was treated very kindly by Capt. Pressey, he leaving me in the scuppers where the spray had a fair break over me. After remaining in this situation an hour or two the cook took compassion on me and removed me into the caboose. After getting thoroughly dry I was told my duty, which I performed after partaking of a salt junk and boiled potatoes.

CHAPTER IV.

After a passage of three days the schooner arrived at St. Johns, in New Brunswick. After spending a few days there we returned, passing Blue Hills and Mount Desert, and came to anchor off the island of Burncoat, near the mouth of the Penobscot Bay. We anchored about a mile from the shore on account of the reefs along that island, as we intended to get a cargo of paving stones to freight a brig bound for New Orleans. We carried the stone from the shore to the schooner in a flat-bottomed boat called a scow. The gunwale of the scow was usually loaded to within three or four inches of the water, thus requiring a very smooth sea to get them on board. Having nearly completed our cargo, and as I in company with another boy was moving the boat from the shore to the schooner, loaded very heavily, a short sea broke over her and she sunk. My companion asked me if I

could swim, to which I replied in the negative; he told me I must try at any rate, I got hold of an oar and struck out for the shore and kept afloat until I got within a hundred feet of the shore, when becoming exhausted I sank, but as I again rose to the surface a heavy sea struck me and sent me upon the beach. My companion having arrived in safety before me, grappled hold of me and prevented me from going back with the receding sea, I being stunned by the shock; after which I was carried on board the schooner which set sail for the harbor about eight miles distant. Arrived safely in the harbor about sunset of the same day. The island of Burncoat belongs to the State of Maine, and lies half a day's sail N. E. of the Penobscot Bay, and at this time there was but one house on the island, with a store attached owned and kept by a Mr. Fife. The articles in the store consisted of a little tea, a little coffee, some ship's bread, beef, pork, a plenty of new rum and the same quantity of molasses. The harbor was safe and commodious for a small craft, and large enough to

contain two or three hundred fishermen. About nine o'clock the following morning the wind began to blow a gale from the S. E., and before noon had increased to quite a hurricane, at which time we found the little harbor was pretty closely stowed with fishermen which had run in to escape the gale. After coming to anchor and furling our sails and getting things snugly stowed away, most of us went ashore and entered a large building or barn which had a smooth plank floor with benches around it. At one end there were seats a little above the rest for musicians, which were soon filled with fiddlers from the fisherman fleet, and after plying them well with "blackstrap" the sport commenced. Some of the expert danced the fisher's hornpipe, after which the whole company joined in the dance, and the way they put down their heavy fisherman boots and the "blackstrap" was a caution to lazy folks. After remaining in the harbor about forty-eight hours—the storm having abated—we set sail for Deer Isle, which lies inside of Penobscot Bay. There we found the

brig La Grange ready to receive her cargo of paving stone, with which we soon supplied her. I was very much pleased with Deer Isle, it being the birthplace of Capt. Pressey; and I, being a favorite of the Captain, was received by the younger portion of the inhabitants as a favorite. There were quite a number of parties given while I was on the island, which I attended; at one of them I was very much interested with one of the girls; and on waiting upon her home,—her residence being some two or three miles distant,—in crossing the fields we lost our path and wandered about until nearly daylight before we discovered her residence. Although I had a pleasant companion, yet the walk was not quite so pleasant as it might have been had I not been placed in such an awkward position. After remaining there a week we set sail to obtain another cargo to carry to Boston; and after obtaining the cargo, which we did with dispatch, we returned to Deer Isle. After remaining there one day we set sail for Boston. As we passed out of the Bay we saw a rakish looking schooner

which lay to the east of us, and as she was a very suspicious looking craft, we spoke a vessel which proved to be an American brig bound from Liverpool to Portland. She informed us that as she passed a fleet of fishermen the day before, one of them told her to look out for a pirate which was cruising in that section. The pirate proved to be the schooner Panda which was afterwards taken on the coast of Africa by an English cruiser, as will be recollected by many of our readers, and was sent to Boston where her crew were executed, with the exception of De Soto who was pardoned. The following night we doubled Cape Ann and put into Gloucester in consequence of stormy head-winds. After coming to anchor and furling sail, I, in company with two more of the crew, went on shore and visited some places of amusement in which one of the crew got into trouble, which caused us to leave rather hastily and return on board. The following morning after heaving our anchor short, and while we were about getting under way, the Portland Revenue Cutter entered the har-

bor, fired a shot under our bow, hove to, lowered a boat, and Capt. Sturgis boarded us and demanded to see our papers, which were shown him giving the required satisfaction. The reason of his boarding us was in consequence of information which he had received respecting the pirate, he mistaking our schooner, the Only Son, for the Panda, owing to the similitude of their build. After giving him the satisfaction he required, we set sail for Boston, where we arrived the same evening.

CHAPTER V.

The following morning, having obtained my discharge, I visited my mother, who in consequence of my long absence had given me up as lost—she having read of a great number of shipwrecks along the coast, caused by the S. E. gale spoken of while we were lying in the harbor of Burncoat. The next day I gave an invitation to my mother to ride with me to the neighboring town of West Cambridge, which she accepted. We accordingly visited our friends and returned to Boston by the way of Brighton. In the course of the ride my mother urged me to give up the sea and finish the carpenter's trade which I had commenced previous to going to sea. I accordingly stopped at Brighton and made an engagement with a Mr. Fuller to go the following Monday and finish my trade with him; this promise I fulfilled, remaining until 1836. At this time I left on account of some. difficulty with an apprentice, and went to work in Boston

as a journeyman, where I was visited by Mr. Fuller who tried to have me go back to Brighton, but to no effect. While I was an apprentice in Brighton I boarded in the family of my employer, Mr. Fuller; there was mutual satisfaction up to the time of my leaving, the difficulty being only between me and the younger apprentice. After remaining a short time in Boston I went to New York and entered into the employ of Leonard Miller, Maiden Lane; and after remaining in the city a short time my employer sent me, in company with my two brothers, to Mamaroneck, a town twenty-four miles from the city, and situated on the New York and Boston turnpike, where we were employed in building a country residence for Mr. Parsons, a wholesale merchant of New York. After this I worked for the same employer in New Rochelle, a town adjoining Mamaroneck, where I remained till the fall of 1837, at which time I returned to Boston, and after paying a short visit to my mother, visited my friends in Winchester, N. H., and returned to Boston in the spring of 1838.

CHAPTER VI.

The following June I entered the naval service of the United States, on board of the Columbus, which was then lying at the navy yard at Charlestown. In July I obtained leave of absence and visited my friends, and after remaining two days returned to my duty in the navy and was transferred to the ship Ohio, on the 13th of October. On the following day the broad pennant of Commodore Isaac Hull was hoisted on board of the U. S. ship Ohio while lying at the Charlestown navy yard, and was saluted from the navy yard with thirteen guns. This splendid ship is the most perfect model of naval architecture, and the largest in commission in the American service. She was built in Brooklyn navy yard and is one of the masterpieces of the skill of Eckford, who has since died in the Turkish service. She has one hundred and ten guns and carronades. Her guns on the berth-deck, 42-pounders; on main-deck,

32; on spar-deck, 42 carronades, and she spreads nearly 16,000 yards of canvas, which will cover nearly two acres of land. She is two hundred and eighty feet long from the heel of her bowsprit to her taffrail. She is 48 feet beam amidship, draws 25 feet of water, and from her water line to the tip of the hammock-nettings is 22 feet. She has four decks, viz: the spar-deck, main-deck, berth-deck, and orlop-deck, below which are the cable-tier and magazines. Her commander is Isaac Hull. This distinguished naval officer, who in the infancy of our navy gained signal and glorious achievements over the boasted mistress of the sea, won for himself imperishable honors, and caused the stars and stripes of freedom to float in proud triumph upon the ocean, is again upon his native element. At the commencement of the last war he was in command of the Constitution, familiarly known in the service as "Old Ironsides," and celebrated as being the first American vessel which broke the spell of British invincibility upon the ocean. Neither was his eye dim, nor his energy abated,

although he was in the 66th year of his age. His fine and noble appearance, the firmness of his character, the remembrance of his former victories, all served to inspire in the crew a high regard and veneration towards him. Officers attached to the United States Ship Ohio: Commander, Commodore Isaac Hull; Captains, Joseph Smith and Robert Stockton. The remaining officers attached to the ship consisted of nine Lieutenants, one fleet Surgeon, four Assistant Surgeons, one Chaplain, three Marine Officers, Purser, fourteen passed Midshipmen, ten Midshipmen, Sailing Master, Professor of Mathematics, Boatswain, Gunner, Carpenter, Sailmaker, Ship's Yeoman, Master's Mate, Master-at-Arms, Captain's Clerk, Purser's Clerk, Commodore's Secretary, Commodore's Steward, Surgeon's Steward, Purser's Steward, six Boatswain's Mates, three Carpenter's Mates, two Gunner's Mates, two Sail Maker's Mates, Captain of the Hold, two Captains of the Forecastle, two of the Fore, two of the Main, and two of the Mizzen-Tops, four Quarter-Masters, four Quar-

ter-Gunners, Captain of the Waist, and Ship's Cook.

The ship's crew consisted of nearly 800 men, many of whom were veterans who had served their country faithfully, through good and through evil report. Many of them have stood in the front ranks of our naval victories—inured to perils, hardships, and dangers. From their youth their character is generally hardy, robust and brave, and there never was a ship which had a crew of better looking or more active men, or more spirited in the discharge of their respective duties. There were nearly sixty apprentice boys on board, and they were certainly much distinguished for their activity in learning seamanship,—no less so for their diligence in their studies, as they had a good school with able teachers in which all the branches of the English language were taught, and all necessary indulgence granted them. It is the policy as well as the interest of our government, to foster and nourish this system. To the praise of Secretary Paulding, then the vigilant head of the Navy

Department, he had let nothing pass, but had used all his exertions to promote their interest and welfare. But would it not infuse life into the system, give more inducements to them to pursue a course of industry and attention, to give them Midshipmen's warrants instead of bestowing them on those who have rolled in the lap of wealth and dissipation? Many of the boys had good education and were distinguished for industry and correct general deportment.

The ship's company was divided into nine divisions,—namely, the first, second, and third, being stationed on the berth or lower gun-deck; fourth, fifth and sixth on the main-deck; seventh and eight on the spar-deck, and the ninth on the orlop-deck. I was stationed in the sixth division on the main-deck, under the sixth lieutenant, and was first shot and wadsman to No. 30 gun, also first boarder in action. I also belonged to the carpenter's gang, which stations I occupied during the whole cruise. The Marine Company consisted of fifty-six well disciplined and efficient men under their respective officers,

which constituted the Watch Guard, and when in full dress uniform they presented a handsome and martial appearance. Their uniform and arms were kept continually in fine order, and the company was under a high state of military discipline. They had a fine band of music attached to the ship, most of whom were Italians —about twenty in number,—and their performances served to pass off many idle hours with pleasure and amusement.

THE SAILOR-BOY.

BY A NAVAL OFFICER.

The sailor-boy rocks in his canvas nest,
The harder it blows, the sounder he rests;
What vision bends o'er him? 'tis his mother in tears,
Whose fond words at parting, in fancy he hears;
Tho' the deck fore and aft is swept by the foam,
The sailor-boy slumbers, and dreams of his home.

That home far away fond memory brings
Still fresh to his heart, on her rapid wings;
'Tis the bright star of hope, whose light never dies—
'Tis the one streak of blue in his cloudy skies;
Whate'er be his fate, in what clime he may roam,
Those thoughts are the sweetest that turn to his home.

The waves swell to mountains, and loud howls the gale!
Hark! the shrill whistle,—"all hands shorten sail!"
On the top-sail yard-arm he is rocked to and fro,
Whilst a fathomless grave yearns open below!
But though the mast bend to the feathery foam,
The danger he recks not, but sings of his home.

The foe heaves in sight, and glory alone
Absorbs every thought—none other he'll own,
Tho' death hovers round him, he's true to his gun—
His flag is triumphant—the victory's won!
For his loved native land, the seas he'll still roam,
And in fighting her battles, he fights for his home.

CHAPTER VII.

On the 16th at sunrise, all hands were called to get under way and make sail, which order was immediately obeyed. The wharves of the city were crowded with the inhabitants who had come to take a view of their gallant ship, as she sailed in majesty out of the harbor. Having a fresh and fair breeze of wind, in a few minutes the city of Boston, celebrated for its sterling patriotism in our Revolutionary struggle, and its present commercial prosperity, was soon out of sight. We had a passage of six days, the weather generally pleasant and fair, and arrived on the 22d and moored ship close to the Brooklyn Navy Yard. We there took on board our guns, stores of all descriptions for the cruise, and 60,000 lbs. of gunpowder. We were visited by the Secretary of the Navy, the Mayor of the city, and the Navy Commissioners. The Washington, Franklin, and North Carolina, three line of battle ships, were laid up in ordinary at that time

at the Brooklyn Navy Yard. While lying at this yard, a number of my shipmates deserted and tried to have me desert with them, but could not prevail upon me to do so. On the second of December, Ezra Carter died in the sick bay, which is situated in the forward part, in the lower gun-deck, there being a bulk-head built across from larboard to starboard side, setting off a portion of this deck, as a hospital, called a sick bay. December 4th all hands were called at sunrise to make sail; the steamboats Hercules and Samson on each side, with the U. S. frigate Fulton ahead, towed us out, which made a grand and imposing appearance. We passed a brig wrecked on Sandy Hook and came to anchor at the Horse Shoe, at which place we remained until the 6th, waiting for the chaplain, carpenter, gunner and purser, who were detained on shore and went out in a steam-frigate, at which time we set sail for the far-famed Mediterranean station. A thousand reflections crowded upon my mind in leaving the harbor of New York, the great emporium of the Union, a city which a

few years ago was eclipsed by more than fifty in Europe—while there are now but six in advance of it, which speaks volumes for the enterprising spirit of that great metropolis. We had a fair but very heavy wind, but nothing worthy of notice happened until the 20th, when James Morse, of Roxbury, Mass., while reefing top-sails fell from the maintop-sail-yard to the deck, which killed him instantly. He was carried into the sick bay and examined by the surgeons, who found that his neck was broken, one of his arms and legs and his back horribly bruised. He was buried in the manner usual at sea—his body was put in clean linen, lashed up in his hammock, two shots on each side; he was then carried to the gangway, and was laid on a wide smooth plank, with his feet to the leeward. Prayers were made by the Chaplain, in the usual church form; and when he came to the clause, "We now commit the body to the deep," two of his messmates raised the end of the plank, which launched his remains out of the lee gangway, into the great deep, there to remain until the sea

gives up her dead. Morse was a noble-hearted fellow, and well beloved by all his shipmates.

May our shipmate so dear, in his coarse canvas bier,
Rest securely beneath the rough billows ;
For in youth he was nipt, and life's cable he slipped,
And the coral rock now is his pillow.

He was sprightly and gay, at the close of the day,
But the next hour found him a wreck ;
As he lay on the yard, being off of his guard,
Was quickly transferred to the deck.

Before he was cold, all his messmates so bold,
With tears in their eyes had him drest
n his trowsers so white, while o'er him that night
Hung the " Union," the flag he loved best.

At ten the next day, in his hammock he lay,
To sleep in the mariner's bed,
When they heard a loud bawl, and the boatswain's shrill call
Summoned all hands to bury the dead.

When they came to the place, all hands were addressed
By the Chaplain who services gave,
And ere a man stirred, a loud plunge was heard,
And the poor fellow went to his grave.

Some bubbles arose from his place of repose,
And as quickly forever they fled,—
They gave but one tear, and that was sincere,
One sigh for the honored dead.

And there they all stood, in deep solemn mood,
Till the boatswain's shrill call met their ear,
Piping all hands below,—but the watch, you must know,
Went to work with their usual cheer.

On the 21st James Lewis fell from the fore-top-sail-yard, overboard. There was a heavy rough sea at the time, and the ship was sailing at the rate of nine knots per hour. His almost miraculous escape was owing to the activity of the Captain of the foretop, who saw him fall and immediately threw over a rope from the fore chains, which Lewis caught hold of and was saved from a watery grave. On the 22d we passed the Azores, or Western Islands, the weather mild and pleasant, and spoke several vessels. On the 23d I saw several whales, the first I had seen since I left the United States. On the 25th saw several schools of porpoises, also dolphins and flying-fish.

CHAPTER VIII.

On the 27th we touched the famous Rock of Gibraltar. On beholding this great and magnificent work of nature for the first time, I was struck with admiration and awe. Nature has been lavish with her most noble and majestic gifts; a solid body of rocks, rising over fourteen hundred feet, which is very steep, rugged and bold, and difficult to ascend. On the summit all the treasures of skill and art have been expended on the batteries mounted with the heaviest metal. The cannons are suspended in all the narrow defiles, by massive chains. The fort near the summit, and all portions of the rock are now considered by all military men as impregnable. The taking of this important fortress, which commands the entrance of the Mediterranean, from the Spanish, is one of the most glorious triumphs in English naval history. It gives complete control over the immense com-

merce of the Mediterranean, as it would be impossible for any ship to pass the strong battery, as a single discharge from her guns would scatter in its train death and destruction, and there is a current of several knots per hour against a ship going out of the Gut, which is but a short distance across, between the Spanish and African coasts. The town of Gibraltar is handsomely built, considering the situations they are obliged to build on. She has a fine market, beautiful English Church, and several excellent public buildings. She enjoys a flourishing commerce, as nearly all vessels touch there for trade or provisions. There are several large commercial houses, which transact a flourishing business. There are several regiments of English soldiers stationed here, which have a fine appearance and are in a state of high military discipline. There are a number of old hulks of seventy-fours built by the Spanish, which were destroyed by the English in the engagement and victory. No person can view these scenes without feeling deep emotions. The English flag waving in every

gentle breeze of the wind, where once the Spanish flag waved in proud defiance; the flags of every civilized nation, waving at the mast heads of the shipping in the harbor—all these scenes cannot but strike one with admiration. As I cast my eyes towards Africa I saw a nation which presented to the patriot and statesman a subject of deep and interesting contemplation. Once she occupied a proud station in the scale of nations, where the arts and sciences flourished and prospered. She now exhibits the truth declared by the historian, that all nations have their periods of rise and progress, fall and decay; and she presents these solemn and momentous truths in a most humiliating and degrading light. She is blessed with a pleasant climate, all the productions that could administer to the comforts and luxuries of man. Added to these innumerable blessings, she once enjoyed considerable commercial importance. But change the scene. Truly a mighty change has come over the spirit of her dream. Her commerce is ruined, or nearly annihilated, and what remains is a

disgrace and foul stain upon the civilized portion of the world which participates in this horrid traffic, and is registered in Heaven, and cannot fail to bring down the just visitation of an offended God. This trade is still carried on in all its treachery and cruelty. The different tribes are stimulated to war by the avarice and goods of the Europeans and Americans, and those captured in this unnatural warfare are sold into slavery, where they receive oppression and tyranny without a tincture of mercy, and drink the cup of affliction to its very dregs. Her sons, who were once distinguished for intelligence and bravery, are now ignorant and wretched; and this once flourishing country, which fought for the scepter of power with the throne of the Cæsars, is now a land filled with misery and despair.

On the 4th of January, 1839, we arrived at Mahon, one of the Balearic Islands, this being our naval rendezvous—having sailed a distance of 4000 miles in twenty-eight days. The weather having been generally stormy, we had a fair op-

portunity to test the qualities of our ship. All pronounced her, with general consent, to be one of the finest, and fastest sailing and firmest built ships that ever floated upon salt water, and, in the language of her constructor, "She would be the model of all ships of her class hereafter." The entrance of the harbor of Mahon is very narrow, and, at a short distance at sea, it would not be supposed that there was any opening in the bold and broken shore wide enough for a ship to enter. But as we passed the mouth of the harbor one of the grandest prospects presented itself to our view. It is one of the most beautiful and boldest harbors in the world, where the largest ships can lie in perfect safety, in the most severe gale, without danger of any description. The English formerly had nearly two hundred sail in this harbor, consisting of seventy-four frigates, and sloops of war; and it is said that under certain contingencies she will come into possession, and it must be a valuable harbor for a portion of her extensive navy. As we sailed into the harbor, we passed St. Phillips Castle on

the left. Upon the opposite bank was the remains of Fort Marlborough, now in a state of decay. We passed close to the Lazaretto, a large and spacious building, built in fine style, of granite, with a beautiful yard inclosed by a wall. It is so arranged as to prevent the spreading of any contagious disease, and the accommodations are sufficient for any emergency. It is now occupied by the French soldiers and officers, who were wounded in the engagement at Algiers. Higher up the harbor is Quarantine Island. Around may be seen moored in security, the ships and crafts of various nations, undergoing their purifying penalties. Nearly opposite is Georgetown, a handsomely built village, containing nearly 6000 inhabitants. Up the harbor still further, is the Navy Yard which appears to have been built at considerable expense; has several good buildings, and it is now principally occupied by the United States Navy for the purpose of storing provisions, stores of various descriptions, lumber and spars, and the different kinds of mechanics

occupy the buildings for workshops. There is a high, rough eminence to rise before reaching Mahon, and a road is cut out of the solid rock at much labor and expense. The town of Mahon is beautifully situated on the east side of the island of the Minorca. The houses are well built and made of a soft stone resembling sandstone, which is easily fashioned into any shape to suit the artist. The houses are generally built two or three stories high and are always kept white-washed, which gives them a neat and handsome appearance. The Custom-House is a fine public building. There are four large Catholic churches, built in the Gothic style; they are both grand and splendid. In the Cathedral there is one of the finest toned organs in the world. It is said Lord Exmouth offered one hundred thousand dollars for it, which they refused to take; they set a high value upon it, as it is a noble piece of workmanship. As I visited the Cathedral for the first time I was struck with admiration,—the first sight I beheld was Christ expiring on the cross. Its stupendous

walls were covered with all manner of paintings, the lamps continually burning, the holy water in alabaster urns, all were scenes calculated to inspire one with awe. The churches are generally crowded in the morning when the people attend mass, who seem very zealous in their devotions. There were two markets, which were usually well supplied, but they were surrounded by a motley group of human beings, with misery depicted in their countenances in stronger colors than the ablest artist could portray. Mahon contained a population of 18,000 inhabitants. Many of the people were extremely poor. She remained firm to the interests of the Queen in the civil war, which had scattered in its path ruin and destruction. The young, spirited men of Mahon, against their will had been drawn into the army by conscription, and dragged out a miserable life in the most galling servitude. Hardly any ever return to their homes, or to the pleasant scenes of youth—which fully accounted for the small number of young men then in Mahon. Labor and living were very low. The

strongest laboring men received from twenty to thirty cents per day, and their best mechanics not over fifty. They are industrious and sober. The rent of the finest houses was not over forty dollars a year, and generally from five to ten dollars for the ordinary buildings. Mahon has a small commerce; she once had a flourishing one. She now builds a few small vessels annually. Her commerce has been cut off by a despotism at once cruel and tyrannical. With her own resources untrammeled, in a few years the whole face of the island would wear a flourishing aspect. Her climate is one of the finest in the world; in the summer it is pleasant, in the winter it is mild. The temperature is generally from sixty to seventy degrees. The Barracks were situated in the north-west part of the town, and contained two regiments of Spanish soldiers.

CHAPTER IX.

On the sixth the American Consul, Mr. Rich, went on board with his family. As he left the ship he expressed himself highly pleased with it, as also with the fine and hearty appearance of the crew. He was nearly sixty years of age, and had a fine countenance. He was said to be very correct in his public transactions. He had considerable business owing to the ships lying there, and all the stores and public matters were under his charge. He was much respected by the citizens of Mahon, both in his private and public character. The same day Edmund Burke, a marine, died in the sick bay. There were usually from sixty to eighty on the sick list, and in rough weather there were frequently near two hundred on the report,—which was every morning sent to the Captain,—which also included the names of those who were excused from duty, by the slightest illness. There was a handsome

dispensatory on the orlop-deck; also on the same deck the wardroom, officers' state-rooms, midshipmen and passed midshipmen's mess-rooms; purser's, carpenter's, boatswain's, gunner's and sail-maker's store-rooms.

February 22d was honored by a national salute of thirteen guns, in memory of the birth of Washington, who was emphatically the father of his country. As long as liberty has an abiding place, or freedom has advocates, his glorious career, whether at the command of the army, or presiding over the destinies of the nation, will ever be cherished with the liveliest emotions of patriotic pride and gratification. The salute was answered by a French sloop at our leeward, which brought fresh to the memory the generous and liberal aid and co-operation of that gallant nation in the darkest period of our Revolutionary struggle, when the hearts of many were filled with gloom and despondency; and never, as long as time shall exist, will the American cease to cherish the noble services of her illustrious Lafayette, the bosom friend of Washington, whose

united efforts at Yorktown closed that great contest in victory. A splendid ball was given by Commodore Hull to the officers of the squadron and the principal citizens of Mahon. The quarter-deck was handsomely decorated with flags; swords and muskets were tastefully arranged. The ship's band enlivened the scene by patriotic national tunes.

Henry Brown died on the ninth of March. The boatswain piped all hands on the tenth, in the forenoon, to bury the dead. His remains were conveyed to the burial ground at Mahon, by his messmates. Thus was fulfilled the warning of Scripture, "In the midst of life we are in death." At this time the Cyane sloop of war was lying in the harbor, a little to our leeward. She was a fine ship, built at Charlestown navy yard, and was named after the Cyane taken from the English in the last war. She was mounted with twenty thirty-two-pounders. Her commander was Captain John Percival, who was frequently called mad Jack; he was spoken of by his men in high terms of praise; he was said

to be the seaman's friend, and to keep a bright lookout for their welfare. No better sailor than Capt. Percival was ever upon salt water; he was slim built, near six feet in height; he was plain in his dress, frank and open in his manners. He captured a pirate vessel, which a few days before had boarded two English brigs. He was a dangerous character to pirates in all disguises, whether the one which openly hoisted its piratical colors on the broad ocean, or the Pursers who took a more covert way to plunder the crew of their wages, and it was said he had as much respect for one as the other. He exercised his usual energy and sagacity in capturing this pirate. He took her from the description he had from the English brigs she plundered, and from one of which she took a spare mainsail. The pirate run into Madeira. The Cyane immediately overhauled the suspicious craft, and for some time it was uncertain whether she was the pirate or not, such was the artful management of her crew; but in the hold he found the mainsail of the English brig, concealed under her stores,

which condemned her at once. The Cyane was out all seasons and weathers. She was a fast sailing and handsomely built ship, and had an excellent crew. On the tenth I received permission to go on shore and remain forty-eight hours, during which time I visited the cathedral, barracks, and all the public buildings. A part of the Sabbath, on board our ship, was usually devoted to religious worship. It is a singular and impressive scene to see over eight hundred men, in their man-of-war dress nearly as white as snow—the apprentice boys arranged in front of the seamen; the ordinary seamen on the larboard side of the quarter-deck; the marines with their bright polished, glittering arms, in front of them; the band handsomely dressed, forward of the mainmast; the officers in their finest uniforms; the choir aloft of the mainmast, of which I was leader; the heavens obscured by awnings, with curtains on each side to keep out the glare of the sun; the capstan covered with our national flag, where the Chaplain performs the ceremony; all conspire to render the scene

both interesting and useful. At this time intelligence reached us of the existence of disturbances between the State of Maine and New Brunswick, growing out of the boundary question, which had been for a long time a subject of negotiation. Our ship was put in condition for actual service immediately after the intelligence was received from the American minister, Mr. Stephenson, then at the court of St. James. Exercising guns and muskets, the firing of targets, and general quarters, were the order of the day. All the division were under perfect discipline, and appeared anxious for the conflict to commence.

CHAPTER X.

Court martial commenced on the first, and continued until the ninth of April. The court was composed of several officers who were attached to the squadron. The trials were held in the cabin. The usual forms and customs were observed, such as hoisting a signal-jack, and firing a gun at the commencement of the proceedings. The injunction of secresy was considered binding, and the verdict was read on the quarter-deck; so you would suppose that in all trials of this description, justice and mercy were meted out to the parties. But in too many instances it is but the cruel record of the Captain of the ship, and the proceedings are a cloak under which are perpetrated the grossest tyranny and injustice. James Reynolds was first tried for striking Jonathan C. Charlette, which caused the loss of his eye; this occurred on the eighth of February while all hands were lashing

up their hammocks. Charlette provoked him, and Reynolds struck him, and was placed in double irons for sometime. He was sentenced to sixty lashes—he received thirty; the remainder were remitted by order of the Commodore. James Walker was next tried for disobedience of orders, and received sixty lashes. This punishment was severe in the extreme. They sustained no charges against him but disobedience of orders, he refusing to go on deck when ordered by midshipman Forrest. After he had abused him in all manner of speech, and struck him several times, he went and reported him, and he was tried by a court martial. The officer, to screen himself, insisted upon his punishment. Now contrast the case of Reynolds: when he struck Charlette, and knocked out his eye—an injury which will follow him to his grave—he received thirty lashes; while Walker, who was himself insulted, and beaten, received for little or no offence sixty lashes. Is this giving impartial justice between man and man? Edmund Kenney was next tried for desertion and was

sentenced to sixty lashes, which he received with much firmness, after remaining in the brig ten days. The brig is on the starboard side of the main gun-deck, and is the place of confinement for all who are under sentence of punishment, and is frequently all that many receive; others receive two or three dozen with the cat-o-nine-tails, on the bare back, in face of, and in direct opposition to the laws of Congress, which distinctly and plainly say no man shall receive over one dozen. But some of the officers make their own laws to suit their own malicious purposes.

Monday, April 15th, all hands were called to unmoor ship and make sail; we got under way before sunrise. We were cheered by numerous groups of citizens as we sailed out of the harbor, had a fair sail with the Cyane which got under way at the same time, and soon we left her far to the leeward. We spoke several ships, bearing at their mast-heads the flags of various civilized nations, and loaded with wines, fruits, and silks of the Mediterranean. Wednesday, the 17th,

we had strong winds, rough sea, and stormy weather, which carried away our main-royal-mast. Saturday, 20th, weather pleasant. We came to anchor about sixty fathoms from the rock of Gibraltar. We fired a salute of twenty-one guns, which was answered from the battery. Mr. Sprague, the American Consul, visited our vessel at this port; we gave him a salute of thirteen guns. Friday, 26th, weather rough and stormy, we parted our cable and run foul of the English brig Sutherland and damaged her considerably, which we repaired. Monday, 29th, the wind fresh and fair, we weighed anchor and made sail, in company with several American ships, which had been at Gibraltar several weeks waiting for a favorable wind. We passed within a short distance, and had a fair view of Tangiers, Trafalgar, and Morocco. On the 30th we passed a French man-of-war, which we saluted with thirteen guns. The third of May we passed into the bay of Biscay, caught several large turtle, and saw several sharks. On the 17th we took on board a pilot, and came to anchor in the

commodious harbor of Lisbon. We fired a national salute of thirteen guns, which was answered from the battery. On the 20th and 21st we fired salutes in honor of several of the most distinguished statesmen in Europe, who came on board the Ohio. Among the number were the French, Spanish, English, Belgian, Prussian, and American Ministers, and the Prime Minister of Portugal who was a fine looking public officer, and expressed himself highly pleased with the order and beauty of the Ohio. On the 23d a grand salute was fired from our ship, from the English Fleet, and from the Battery, in honor of Queen Victoria, and all the ships were highly decorated with flags. A splendid dinner was given by Commodore Hull, to the officers of the English squadron. They attended in their most splendid equipage. It was a brilliant affair. Lisbon, the capital of Portugal, is built upon several small hills. It was nearly destroyed by an earthquake in 1775, and its dreadful effects are visible to this day. The city has been rebuilt with great

improvements, in the modern style of architecture. The palace of the Queen is a splendid and costly edifice, in the construction of which neither skill nor expense has been wanting, and it is both grand and beautiful. The markets were large and well supplied. Several of the public buildings are built in fine style of marble and stone. The situation of Lisbon is one of the finest in Europe, and is on the river Tagus. The large and beautiful harbor, crowded with ships, its extensive gardens, the beautiful groves of orange and lemon trees, its mild and pleasant climate, all combine to render it one of the most delightful cities in Europe. The political disturbances and civil wars which have desolated this beautiful country, have had a demoralizing effect on the character of the people, nearly destroyed their finances and injured the commerce of the nation. At that time the country was at peace, and the Queen had called the aid and protection of the English, and they had in the harbor three first class line of battle-ships, one frigate, one sloop of war and one man-of-war

brig to protect the interests of the Queen, and to quell any sudden insurrection. Four of our men deserted at this place.

May 28th, all hands were called to unmoor ship and make sail. The weather was mild and pleasant. We passed the rock of Gibraltar on the 31st. We had a fair trial with, and easily beat the Cyane, while sailing with her. The Cyane had not been beaten before since she sailed from the States. June 4th, we came to anchor in the harbor of Mahon; weather mild and pleasant; distance from Lisbon eleven hundred miles. Two men run away from the Ohio at this place; thirteen invalids were sent home in the store-ship, under the charge of midshipman Bowers. June 10th I had some trouble with and severely flogged one of the crew, a Spaniard, for slandering the character of an absent messmate. June 13th, all hands were called at three o'clock, to up anchor and make sail; we got under way before sunrise. The wind was fresh and fair, we had a pleasant passage, and on the 14th arrived at Marseilles; came to anchor in the

outer roadstead, nearly three miles from the city, and fired a national salute; distance from Mahon, 300 miles.

CHAPTER XI.

Marseilles is a large, flourishing city, distinguished alike for its great commerce and manufactures, its pleasant climate and beautiful scenery, and the intelligence of its inhabitants. Her public buildings are grand and beautiful; her hospital is one of the most commodious in Europe; her private houses are built in a uniform and handsome style, aud her streets wide, clean and well paved. She has a good harbor continually crowded with shipping, and the flags of every nation can be seen waving at their mast-heads, and but five cities in Europe have so flourishing a commerce, or in which there is so much bustle and activity among the citizens. At this place one of the crew deserted.

June 20th, all hands were called at half-past two, and got under way before daylight. We had a pleasant passage,—arrived at Leghorn on the 24th, and fired a salute of twenty-one guns. The

salutes were usually fired from the main gun-deck, from the thirty-two pounders. On the 26th the Consuls of the United States, England, and Sweden, went on board, and were saluted as they left the ship. Leghorn is the principal seaport in the grand-dukedom of Tuscany, and after the overthrow of Napoleon was made dependent on the Crown of Austria. The capital, Florence, is situated nearly fifty miles from Leghorn. Immediately at the entrance into the city is a splendid marble statue, and four bronze figures representing Africans in chains. The statue is said to have been erected by one of the sovereigns of the country, in memory of his son, who returned from a great victory; and in the excitement natural to such a result, violated the quarantine laws and suffered death. This noble monument was reared by his father, to perpetuate his memory, and at the same time to show all the dreadful consequences of a violation of the quarantine laws. Leghorn is a most splendid city. Many of the buildings are constructed of pure white marble; the streets are wide and well paved, and she has

a flourishing commerce with the United States. When I was in that place, there were several noted artists making a splendid equestrian statue of General George Washington, which has since been brought to the United States and placed at the Capital.

July 3d, all hands were called to unmoor ship and make sail. The Grand Duchess came alongside, in her splendid barge. After sailing nearly twelve miles, we hove to, and she came on board with all her retinue of attendants. The Duchess was very tall and spare, and had a handsome and cheerful countenance. After examining the ship, and partaking refreshments, she left us. We gave her several cheers, then exhibited a burning blue light at each yard-arm, and let off several rockets, and fired a salute of twenty-one guns, which, in the darkness of the night, had a beautiful effect. The city was handsomely illuminated, and they gave the Ohio a salute of twenty-one guns, and all the ceremony passed off with pleasure. The wind continued fair, and we again made sail. We had a pleasant passage,

and arrived, on the sixth of July, in the Bay of Naples, a distance of three hundred miles from Leghorn. As we entered the bay, Mt. Vesuvius first struck our eyes, in the majestic grandeur of nature, so celebrated by ancient historians, and which has excited in the minds of modern travelers such a lively interest. It rises 3700 feet high, and its base is thirty miles in circumference. Thirty-five eruptions are recorded, in which it is supposed over 15000 people have perished,—the ruin and destruction of Herculaneum and Pompeii, amidst the splendor and happiness of its inhabitants, withered as by a spell ; the palaces, streets, temples, and its gardens, swept away in a single night. Excavations were then being made, for the purpose of bringing to light the ruins of these cities. The inhabitants view with dread and alarm these destructive eruptions, which spread ruin and desolation in their path. The bay of Naples is about twelve miles long, and three wide, and is one of the finest in the world ; a landscape truly delightful, and in viewing it in the stillness of

the night, a perfect charm steals over the senses. It is bold and noble, where all the ships in the world could lie in perfect safety. Opposite Mount Vesuvius, is Naples, which may be justly termed the queen of cities. Her clear, pleasant and delightful climate; her grand and beautiful scenery; the splendor of her public buildings—all are a scene of enchantment. The palace is brilliant beyond all description, and the gardens are splendid specimens of Eastern opulence. The houses are built of marble and stone, the streets are wide and well paved. In sculpture and painting she excels all the nations of Europe; her choice productions adorn her own city. The city is defended by a strong wall, and powerful battery, and a well disciplined army of 50,000 soldiers. The theaters constructed underground by Nero the Roman tyrant; the tomb of Virgil, and monument of Hercules; all her splendid pillars, temples, and public monuments, speak in the language of queen Sheba when she visited king Solomon, and beheld all his immense treasures: She exclaimed, that

one half of his greatness had not been told her. So it is with Naples: all her grandeur and beauty, her opulence and splendor, her scenery, climate, and her manufactures and commerce, the manners and habits of her people—all these great things have not half been told us, as we find them stretched out in all her glorious landscape and enchanting scenery.

July 20th, in the evening, we unmoored ship and made sail. On the 24th, we laid off the island of Malta, noted and described as the island of Melita, where St. Paul was shipwrecked as recorded in the Sacred Writings. We did not go into the harbor, on account of the rigid quarantine laws, as the people of this island suffered dreadfully of the plague—brought in a ship from Smyrna, in 1813. We again made sail on the 30th, and passed the island of Milo, called the second Gibraltar, on account of its strong natural defenses. On the 31st of July, in the middle watch of night, Charles Smith got overboard, and swam to a Greek brig and escaped. On the 1st of August we hove to off Hydra,

and took on board a pilot. We arrived at Athens on the 2d of August, and moored ship in her excellent harbor—distance from Malta, 520 miles. We fired a national salute, which was answered from the battery.

CHAPTER XII.

On viewing the moldering remains of fallen Athens, I was struck with feelings of regret mingled with admiration,—of regret that those magnificent creations of genius have gone to decay; of admiration because enough of the ruins remain to indicate the genius which created them. Athens was once the proud and mighty capital of the Grecian Republic—a republic whose sway extended over a large portion of the globe, and whose brave generals are said to have wept because there were no more nations worthy to be conquered; a republic in which were first nurtured those pure principles of democracy which are now so gloriously carried out by the American Union. But now her glory and splendor have all departed, and are known only by her ruins and the page of the historian. Once Athens produced men skilled in the arts and sciences; orators whose eloquence was un-

rivaled then, and never can be equaled ; poets whose verse is immortal, and historians whose writings have furnished an inexhaustible fountain of knowledge to all succeeding generations ; but now, alas, how changed ! Her ancient halls of learning are solitary and deserted, except by strangers who continually roam through them ; the scholar to tread over the classic soil, and the artist to study the beautiful remains of her ancient greatness and grandeur. From the harbor there is a fair view of the hill of Mars where, in the early days of Athens, her judges met in the open air dispensing justice and equity alike to all. We sat upon the same celebrated spot where, nearly 2000 years ago, St. Paul stood and in his address to the Athenians said, "Ye men of Athens, I perceive in all things ye are too superstitious." Bending your gaze onward a short distance, the remains of the magnificent temple of Jupiter Olympus are presented to your view. This temple was built of pure white marble, having a front of 200 feet, and over 390 feet in length ; and it contained 120 columns, 16 of

which are still standing. They are fluted and have rich Corinthian capitals towering more than 60 feet above the ancient plain, as perfect as when first erected nearly 5000 years ago. Passing these ruins we came to the ruined temple of Minerva, which is built of pure white polished marble, and is the noblest monument of architectural genius the world ever produced. Its length is 208 feet, and breadth 102 feet. At each end were rows of columns, 34 feet in height and six in diameter. During the seige of Athens by the Venitians, the central part was occupied by the Turks as a magazine. A bomb was fired into it, which entirely destroyed this beautiful building. Afar off, and almost lost in the distance, rise the Pentelican mountains, from the body of which was hewn the huge blocks which were wrought and perfected by the artist, and now stand the lofty and stately columns of the ruined temples. But alas, how fallen! After having been conquered by the Romans, and afterwards sacked by the Turks, many of her monuments yet remain, defying the crumbling

power of time or the more destructive hands of the barbarians.

On the 8th of August, great preparations were made on board the Ohio to receive king Otho and his queen, who arrived at seven o'clock in the evening. We hoisted a splendid Grecian flag at our mast-head, and manned the top-sail, royal and mainyards. The men stationed there made a fine appearance. We then fired a national salute of 21 guns. The king and suit were received by Commodore Hull at the starboard gangway ; and the band on the quarter-deck immediately struck up "God save the King." Otho was one of the Bavarian princes, and was placed upon the throne of Greece through the influence of England, Germany and France, at the close of the Greek Revolution in 1830, when they succeeded in freeing themselves from the despotism of the Saracens. The personal appearance of the king is fine and noble ; he is full six feet in height, walks with a firm and elastic step, has a fair and handsome countenance with a bright and penetrating eye, and is

remarkably well formed. His features are both gentle and manly. His head was adorned with a Grecian cap of pure deep red, with a crown formed of rich gems. He wore a beautiful deep-blue frock, highly ornamented, and by his side a splendid sword with a belt clasped with gold and diamonds. He was but 25 years of age, and had a young appearance. The queen is the daughter of the Grand Duke of Aldenburg. She was 22 years of age, and was very handsome, free and cheerful in conversation, and a patron of the arts and sciences. She is much admired by the natives. Mademoiselle Bozzaris, daughter of the celebrated Grecian patriot Marco Bozzaris, was also in attendance. She was a paragon of perfection. Her dress was neat and elegant ; she wore a crimson velvet jacket, trimmed with gold and clasped with a splendid jewel. She is the great favorite of the queen. The king and his suite passed between two columns of men, directly after beating for quarters on the spar, main, berth, and orlop-decks. The men were dressed in their best mustering suits. The white sheet-

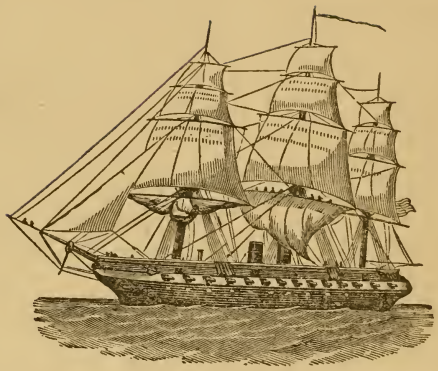
ing trowsers, the man-of-war frocks, pumps and white stockings all in uniform, with the polished bright work, and armed with their cutlasses, boarding-pikes and battle-axes, made a handsome appearance, and the king expressed himself highly pleased with their order and neatness, and the fine and noble appearance of our ship. After partaking of refreshments with the Commodore, the royal visitors left the ship. As soon as they passed over the side, all hands were stationed in the rigging and gave them three cheers. We again fired a salute of 21 guns, burned several blue lights and fired off several rockets, which made a fine display. The occasion passed off with pleasure and interest.

On Friday the 9th of August, all hands were called to unmoor ship and make sail. We had fine weather while lying at Athens. On the 10th, it being stormy and windy, we were obliged to keep tacking ship for fear of running ashore, the straits being so narrow. On the 11th we came to anchor in the bay of Vocirla, which is a bold and commodious harbor. It was a small

place, consisting of few inhabitants, who were principally engaged in cultivating the vine and olive tree. The grapes were delicious and in great abundance. On Sunday the 18th, we received a visit from the American Consul from Smyrna. On the 23d, got under way and made sail. On the 26th all hands were called to general quarters, and we had a grand display—firing by divisions, on the berth, main, and spar-decks, which presented a lively scene. It appeared like the vivid lightning of heaven. Soon the ship was filled with a dense smoke and was as dark as Egyptian darkness. Immediately the bugle sounded the call "boarders away!" and in a moment the men were in their stations, and the order was given to "repel boarders," which order was promptly obeyed. After going through with all the exercises, the guns were secured and the drums beat a retreat.

On the 31st of August, Wm. Summers was skylarking on the spar-deck and fell out of the larboard gangway. He was a smart boy and the youngest on board our ship, being only ten

years of age. Charles McLean, quartermaster, saw him fall and immediately leaped overboard after him. Though the ship was sailing at six knots an hour, he succeeded in getting him in a few moments. Miss Hull generously presented McLean with a gold piece (five dollars) for his efforts in saving the boy Summers, who was much liked on board for his youthful activity and spirit. On the 2d, 3d and 4th of September we had a heavy blow, and the sea was very rough. On the 8th we arrived at the quarantine ground at Mahon, and moored ship. As we came from the most unhealthy part of the Mediterranean we had twenty days quarantine. Several tailors and bumboatmen went into quarantine with us and occupied the buildings on the island used as work-shops. October 5th, we again made sail; towards sundown had several showers, the weather cold and continuing so until the next day, Tuesday. Oct. 15th, weather clear and pleasant, the sun shining in all its glory on the blue waters of the Mediterranean. We came to anchor in the port of Gibraltar. A Dutch frigate of sixty guns gave us a salute, which we answered.



CHAPTER XIII.

On the 16th, all hands were called to up anchor and make sail. On the 19th, immediately after the starboard watch was called in the morning, a terrible storm commenced. All hands were soon called on deck for the first time, to save ship. The Commodore was on deck and supported himself by the brass railing, immediately abaft of the binnacle, and gave his orders with great coolness. The sea was running mountains high, and which stove in the starboard bow-port, on the main gun-deck; and while I was putting in a new port, there was another sea struck her, and washed me clear to the waiste of ship; after which the ship hove to for a few moments, and we made out to secure the port. For sometime fear was depicted on the countenance of many a gallant tar. Many an uncertain hour passed—the wind was so strong it would seem to sweep into destruction everything

in its course. A fine French frigate, which was plainly seen by us to the leeward, was dashed to pieces on the rocks, unable to sustain itself against the violence of the storm ; but the Ohio worked and labored like a thing of life, and rode the storm in safety. Tuesday the 22d, we laid off the island of Madeira, which is 616 miles from the rock of Gibraltar. We fired a signal gun for a pilot at five o'clock. Madeira, so long noted for its superior wines, derives its wealth chiefly from this source. The scenery is beautiful, her soil rich and highly cultivated ; her buildings are neat and handsome, and her inhabitants are industrious. The purest quality of wine is made from a small black grape, resembling the small frost-grape of America. The officers purchased a quantity of wine for their own private use. On the evening of the 24th, all hands were called to make sail. We arrived at Santa Cruz and had a fine view of the famous peak of Teneriffe, which can be seen nearly one hundred miles. This peak rises two miles and a half above the level of the sea.

There were sixteen towns on the Canary Islands, which contained a population of over 160,000 inhabitants; they are situated about 260 miles from Madeira. We fired a salute of twenty-one guns, which was answered from an old Moorish battery. Santa Cruz is a small but handsome town, and is neatly built, has a fine harbor and considerable trade. We sailed into Santa Cruz, at the request of the American Consul, to assist the brig, True Friends, an American vessel, which the Spanish authorities had seized and condemned as a slaver. When we arrived at Santa Cruz, and came to anchor, —through the exertions of the American Consul, and the Commodore, the matter was adjusted, and the men and brig were liberated. The brig had been illegally condemned, and when they saw a line of battle-ship in their harbor, which could easily destroy their town in a few moments, they thought it policy to relinquish their prize.

We found among the brig's crew John McGuire, who ran away from the Ohio while lying

at New York, who gave himself up to the Captain, after suffering one hundred days imprisonment on shore. He was carried on board and confined in double irons, and then received a dozen with the cat-o'nine-tails on the bare back. If Captain Smith, instead of confining him in irons and giving him one dozen with the cats, had let him off without any punishment, it would have been more to his credit, for surely the man had suffered enough by imprisonment, and losing his wages, without any further punishment. I will here give a description of the scene of punishment—by flogging—on board the ship: Just forward of the larboard gangway, in the upper hammock-netting-rail, are two staples, through each of which is drawn a large cord; immediately under this is placed a grating through which are drawn two cords or lashings. The order is then given to the boatswain to pipe all hands, to witness punishment. The crew are then ordered forward of the mainmast, the officers to the quarter-deck, the marines with their pieces loaded, just abaft of the mainmast.

There is a quartermaster stationed on each side of the grating, the boatswain's mate with his cat-o'nine-tails stands a little abaft the grating. After all these preparations have been made, the prisoner is then brought forward by the master-at-arms, assisted by the corporal of marines, and is ordered to step upon the grating, where his feet are lashed down; he is then stripped naked above his waist, his arms are spread out, his hands are tied to the cords spoken of, in the hammock-netting, which places him in an upright position; the quartermaster then steps aside, and the boatswain's mate steps up with his cat-o'nine-tails. The cat-o'nine-tails is made of cords about two feet long, nine in number; they are about the size of a common pipe-stem, and are the stiffest kind of cords; these are whipped at one end, the other end being attached to a handle about eighteen inches long. After the boatswain's mate has drawn the cords through his fingers, to straighten them out, the Captain tells him to proceed, which he does by striking the man with all his might upon the

bare back—every blow drawing blood. McGuire received one dozen, which is the same as 108 lashes, applied with one strand. He was then told by the Captain to go to his duty, and was accordingly cast loose by the quartermaster. He was a good sailor, young and active, and well acquainted with his duty.

On the 27th, we weighed anchor and made sail. On the 1st and 2d of November we had a heavy storm, furled in all our sails, and run down our yards. November 4th, again came to anchor at the rock of Gibraltar, and fired a salute of 21 guns. On the 8th, in the afternoon, commenced a severe storm which lasted for three days. On the 23d, unmoored ship, and made sail; we passed a Genoese frigate and saluted them with 13 guns. On the 27th, we arrived in the harbor of Mahon. Had hardly got moored, when the United States Frigate Brandywine came into the harbor in fine style. Her band struck up "Home, Sweet Home," which that of the Ohio soon followed with "Hail Columbia." After the Brandywine had come to anchor, she saluted the Commodore with thirteen guns, which were returned by the Ohio.

CHAPTER XIV.

November 30th, we fired twenty-one guns in honor of Commodore Paterson, who died while in the discharge of his duty, in Brooklyn Navy Yard, full of honors and full of years, honored and admired by the nation for his deeds of patriotism and virtue. The weather continued through December and January most delightful. The thermometer generally stood at about sixty-five or seventy degrees on the spar-deck, about summer heat, in the dead of winter. In one of my visits on shore, I broke my liberty and remained, with thirty of my shipmates, ten days longer than we had permission. This was in the month of January, 1840. After returning on board we were all confined in double irons. The next morning all, with the exception of myself, were taken out and received one dozen with the cat-o'nine-tails, but I was kept in irons ten days, after which I returned to my duty. On the 16th

of February a seaman, belonging to the Brandywine, was tried on board the Ohio, for striking the ship's corporal. He received one hundred lashes, fifty on board our ship, and fifty on board the Brandywine,—one hundred lashes for a trifling offence. February 22d,—Washington's birthday,—fine and pleasant; all the shipping in the harbor hoisted the American flag,—the stars and stripes, a glorious emblem of the hero's patriotism, waved at their mast-heads. At the Navy Yard, and at the American Consul's house at Mahon, all displayed the same glorious banner. As the clock struck eight, we fired a national salute of thirteen guns, and the Brandywine fired a like number. A French sloop of war joined her echo in the same great jubilee. The beach was soon lined with people. The Commodore gave a ball to the officers of the squadron. Monday, March 2d, the ninth and tenth divisions were confined in the brig, for cheering the American Consul, when on shore. The Captain of the Brandywine supposed they were cheering the Brandywine, or some insult

was intended, and the Commodore was informed of the matter, and he gave orders to have them confined. The officers, however, soon got the correct version of the whole transaction. They had been cheering the American Consul, the accredited representative of our nation. The Consul expressed himself highly pleased with their cheering him, and the men were liberated from their confinement. A theater was got up on board the Ohio in the month of February and March, by myself and a few of my shipmates, which reflected considerable praise on the most prominent actor. The funds were raised by subscription among the men for the purpose of defraying the expenses. The liberal sum of $700,00 was raised. The scenery was raised as by enchantment, and handsomely painted. The scenery was erected on the quarter-deck, which was covered with canvas. The whole arrangement was well conducted, and the various performances passed off with general acclamation. We were honored by the attendance of the American and French consuls, with their fami-

lies, and a large number of the citizens of Mahon and Georgetown.

March 10th, the store-ship Drome arrived with provisions for the squadron. I will here give the bill of fare on board the Ohio: Mondays, stewed beans and pork; Tuesdays, salt beef and cheese; Wednesdays, boiled rice and pork; Thursdays, salt beef and duff—the duff is made of flour, with raisins, sweetened and boiled; Fridays, rice, butter, cheese, molasses, and vinegar; Saturdays, stewed beans and pork; Sundays, salt beef and duff, with bread at all times sufficient for use. I will here state that all our small stores, such as tea, sugar, mustard, pepper, and all other small articles, were paid for out of our wages. On the 19th, the Cyane sailed into the harbor in fine style. She brought several packages and letters for the men on board the Ohio. This was the first time that all the squadron had met together since we sailed from the United States, making in all a battery of 194 guns, the smallest of which were thirty-two pounders. On the 21st of March, stormy and

heavy winds; Sunday, the weather cold and stormy. George Shurtleff, a seaman doing boatswain's yeoman's duty, in attempting to swim from the shore to the ship was drowned. The Cyane's boat crew first discovered him, and his remains were taken on board by the Curricle's boat crew. He was a young man of good talents and respectable connections. His remains were conveyed to the burial ground at Mahon. The next day Lieutenant G—— was ordered on board the Cyane, to the no small gratification of the ship's company, and rumor said on account of having grossly slandered the character of Commodore Hull, while attending a dinner-party, on board the English flag ship, when lying in the harbor of Lisbon. The English officers told G—— he was no gentleman, in slandering the character of an absent and distinguished officer: that they were well acquainted with him, and had been for years, and knew him to be a man of honor and patriotism. His sinking the Guerriere, preserving his own gallant ship when surrounded by the whole English fleet; his long

and faithful services to his country, when the patriotism of her defenders was put to a severe trial,—all these deeds of glory and honor, seemed to have no effect to soften the bitter malice and impotent hatred of this G——, whose services, in comparison to the Commodore's, were like comparing a demon of darkness to an angel of light. April 2d, the Cyane sailed for Toulon. On the 14th, an English frigate sailed into the harbor. The Ohio gave them a salute, which was answered from the frigate. Abundant are the materials for sketching the character and services of Captain Smith, our commanding officer. But in so many different lights has his public course been viewed, that it would be almost impossible to draw a correct delineation of his character. While his friends claim for his character almost a model of perfection, around which are clustered all the great qualities which constitute an able, spirited and fearless commander, at the same time a considerable portion of the ship's company would depict it in totally different colors. They would hold him up in the

light of a cruel, unmerciful, and heartless tyrant, and as a commander destitute of every manly and ennobling sentiment. These feelings emanated — in many cases unjustly — from the bosom of those who had been flogged under his orders, in accordance with the law, perhaps in some cases unjustly, and where he had exceeded in punishment, the plain requirements of the law. In the commencement of 1829 he had the command of the frigate Guerriere, on a three years cruise around the Horn. In his personal appearance he had nothing to distinguish him as an officer of high qualities, with the exception of a bright and penetrating eye. He was nearly six feet high, and of middling stature. His long and protracted sickness, occasioned by a shot received on Lake Erie, while serving under Commodore Perry, and which had never been extracted from his neck, had the effect to render his countenance both pale and sickly. When he first took command of the Ohio he appeared to commence on a rigid system of reform, to break up at once all the vices and crimes which were

committed on board the ship,—which, as would be naturally supposed, were numerous among nearly 1000 men. With this determination fixed in his mind, he declared himself a terror to evil doers. He was too severe in carrying out his policy, and he in a measure failed, either to improve the character of his men, or to win the confidence and respect of the ship's company; for the same men that he commenced by flogging, for getting intoxicated, were nearly all in the brig, for the same offence, when he left the ship. He professed himself the seaman's friend, and in many instances carried his profession into practice. J. G. Pendergrast was the first lieutenant, and the most active officer on board the Ohio. He carried the orders of the Captain into effect, and in case of his indisposition he not only formed the plans, but carried them into efficient operation. The whole routine of duty in every portion of the ship, was continually under his vigilant eye and inspection. He took the trumpet when all hands were called, lowering, furling, unfurling or shortening sails, in

mooring or unmooring ship, and at general quarters. He was always firm, intrepid, fearless and honorable, and no officer ever enjoyed more of the confidence and esteem of every man on board the ship; nor was that respect confined to a few who had perhaps received some special favor at his hands, but it was universal. All portions of the ship's company vied with each other in demonstrations of attachment towards him; no man shrank from a cheerful and active performance of his duty in the worst times; never repined at punishment, when inflicted under his orders, because he felt it to be an act of justice or law, or he never would have inflicted it upon him. To his honor and praise be it said, few instances of cruelty can be laid to his charge. He generally leaned on the side of justice. For his personal appearance, nature had been lavish of her choicest gifts. He had a fine, noble and commanding figure; bright, intelligent eye, high forehead, and a fine countenance. On beholding him you would be struck with admiration, and on one occasion when some of the most

distinguished officers in Europe were on board, as I stood gazing on his fine and manly figure, I could not but exclaim, "There never was so fine a looking man on board the ship." On seeing him you would be drawn to the irresistible conclusion, that he was an officer of extraordinary merit, and one of the brightest ornaments of the American Navy.

CHAPTER XV.

The store-ship Dromo was chartered to carry to the United States Captain Smith, Lieutenant Pendergrast, and all the sick belonging to the squadron, which were not likely to recover. April 10th, Captain Smith and Lieutenant Pendergrast laid down their scepters of power. At ten o'clock, Smith moved slowly over the quarter-deck, and appeared to be much affected. In attempting to speak he was unsuccessful, and tears ran freely from his eyes. The ship's company, stationed in the rigging, gave him three cheers, when he passed over her side into his boat, which took him on board the Dromo. Soon after, Mr. Pendergrast made his appearance. How changed the scene! he had the petty officers called, when he gave each a hearty shake of the hand, and paying his respects to the ship's company, by waving his cap, passed through the gangway. Immediately a hearty cheering, coming

from the heart,—and many a tear trickled down the cheek of many a gallant tar,—a hearty cheering, which drowned in oblivion the feeble cheerings given Captain Smith a few minutes before. I would also state, that Lieutenants Dupont and Misroon left for the United States in the Dromo. On the 14th, the Dromo got under way. The Brandywine and her boat's crew towed her out of the harbor. She passed directly under the Ohio's bows, and their band struck up "Auld lang syne." The wind was air, and she was soon out of the harbor. A splendid dinner was given to Lieutenants Pendergrast, Dupont and Misroon, by the messmates previous to their sailing.

Sunday, April 19th, all hands were called to unmoor ship. After lying nearly five months in the harbor, this thrilling sound appeared to inspire energy and promptness in the ship's company; their alacrity manifested in weighing anchor and making sail, was worthy of all praise, which was frequently bestowed upon them. During the time we were lying in the harbor of

Mahon, our duties were mingled with many amusements. The weather continued pleasant, with the exception of a hard shower on Monday. On the 23d, we spoke a Neapolitan brig; the 24th, we passed the island of Corsica, celebrated as being the birthplace of Napoleon Bonaparte, one of the most distinguished generals and emperors which adorn the page of history, and whose brilliant victories, and enlarged and comprehensive policy shed a ray of glory around the standard of France. The strongest trembled at his immense power, or envied his boundless popularity who dethroned and established kings and princes, and who stands out as one of the greatest generals recorded in history. On the 25th, we passed the island of Elba, which is no less distinguished as being the island on which he was a short time confined, after his disastrous Russian campaign, and the revulsions of fortune growing out of that great but fatal enterprise. How great a moral these islands call to mind, and how singular are the vicissitudes of fortune—one day a monarch on the throne of Europe, another an

exile on an obscure island in the Mediterranean. We sailed very near the shore. The range of the Apennines, which lay in view, whose towering heights were covered with snow; a large number of vessels, in every direction, crowded with canvas, and laden with the commerce of nations, with large schools of porpoises in sight, rendered the day most interesting. On the 26th, we came to anchor in the beautiful harbor of Espesia. South of the harbor along the coast are high rocks, which present a desolate and dreary appearance—distance from Mahon 400 miles. The scenery of Espesia is very romantic, —its high and mountainous aspect, the placid waters of its beautiful harbor; its extensive forests of various kinds of trees, and its small clustering villages, handsomely built, and neat in their appearance, all conspire to render it a pleasant summer retreat, and hundreds of the nobility of Italy, and other sections of Europe, were at that time enjoying themselves in this rural retreat. You may see in Espesia the great improvement which cultivation and labor can

effect in the condition of the soil, and the habits of the people. Its soil is rough and moutainous, yet it is in a high state of cultivation, even to the mountain tops, and the olive and the vine yield a rich harvest. There are numerous groves of orange, lemon and pomegranate trees, which are handsomely arranged, and greatly enhance the beauty of the scenery. The fort is situated south of the harbor, and is built of hewn granite, and must have been very formidable, when first erected, but was then falling to decay. The summer residence of the Governor is grand and beautiful. The inhabitants are honest and industrious, and in comfortable circumstances. There are several Catholic churches in Espesia. The priests are quite numerous, and I one day discovered in one of them an old shopmate. I inquired of him if he had forsworn his country and the Protestant religion; he replied he had not, but that he found his present occupation more lucrative than the carpenters' business, which he had followed in New York. They receive a regular salary, in many cases out of the

produce of the soil, as a certain part is allotted them by law, which in a measure impoverishes the husbandman, and often by extortion and avarice they gain splendid fortunes. An English Post Captain, traveling with his family for pleasure, came on board our ship, in the fourth cutter, and gave the coxswain five dollars, who generously divided it with the cutter's crew. He was a fine looking officer ; said that the Ohio was the handsomest and best modeled ship he had ever seen,—a fine compliment, coming as it did from an old English officer. A ball was given on the quarter-deck, on Sunday, by several of our officers. There were a number of gentlemen and ladies present from Espesia. There was music, revelry and dancing on a day on which the laws of Congress say divine service shall be performed in a devout and orderly manner. All laws relative to flogging were always enforced, but any law abridging their own pleasures, and excesses, was treated with contempt. Several officers came on board the Ohio, belonging to the army and navy of Sardinia. We

gave them a salute of nine guns when they left the ship. A gentleman and his wife came seventy miles from the country to see the Ohio.

May 4th, a signal-gun was fired. All hands were called to get in boats and unmoor ship. We got in our boats and weighed our anchor, but the wind being unfavorable, all hands were piped down. Wednesday the 6th, the wind was fair,—we unmoored ship and got under way. Thursday, we tacked and trimmed ship several times. Friday, the 8th, sailed near the shore aud saw several handsome villages. In the afternoon we arrived in the harbor of Genoa, a distance of fifty miles from Espesia, and came to anchor a few hundred fathoms from the city. There are four excellent light-houses in Genoa, built of hewn granite, and one of polished marble, at the entrance of the mole. The one near the battery was built on a high rock, and is one of the most splendid in the world. The others are handsomely built and finely situated. A perfectly safe and commodious harbor for vessels of the largest class lies within her mole, which is made

of granite at great labor and cost. On the afternoon of May 11th, the Governor and his suite visited the Ohio. The Governor, by his splendid military equipage, could easily be observed among the numerous retinue. He was tall, well formed, and his bearing was quite majestic. The staff of the army, in their brilliant uniforms, with their fine and martial appearance, elicited general admiration. After examining the ship in all its parts, they left, and were saluted with twenty-one guns from the Ohio, which was answered from the battery. There is a large body of military stationed in this city, for its protection. They are a firm and strong body of men, well equipped, and perfectly disciplined. Friday, the 15th, the Admiral of the Sardinian fleet, and a large number of officers, visited the Ohio.. Our ship was thronged with company, from the highest civil and military officers, decked in their glittering equipage, down to the humblest citizens.

CHAPTER XVI.

The great city of Genoa is famed for its splendid sculpture, painting, and architecture, the beauty of its scenery, the intelligence and industry of its inhabitants, and its great commercial prosperity. The harbor was filled with ships from almost every nation on the globe, each bearing at its mast-head its own national flag. In this city were several large manufacturing establishments in active operation. There were several fine markets. The buildings are built in a costly and elegant style, many of them five or six stories in height; and for glare and ornament, but few cities in Europe are its equal. The statue of Columbus is built of pure white marble, by one of their most celebrated sculptors, and is situated in a small enclosure, by the seaside, covered with grass, and handsomely ornamented with trees. This noble statue was raised and erected by the generous

liberality of the citizens of Genoa, to perpetuate his memory. But the fame of this extraordinary man needs not the aid of the pencil of the painter, the chisel of the sculptor, or the pen of the historian. His great discovery of the Western world, after urgent entreaties with the crowned heads of Europe for assistance; his zealous and untiring efforts, amidst dangers, poverty and mutiny, are still fresh in public gratitude, and will serve to blazon his name for countless ages to come.

Tuesday, the 19th, all hands were called to unmoor ship and make sail. Thousands of people were upon the battery, to see us get under way, and to take a view of the Ohio., as she sailed in proud majesty out of the harbor. Wednesday, the 20th, the wind fresh, we had a heavy shower. All hands were called to reef top-sails. On Thursday, we spoke a Neapolitan brig. We sailed near the land and saw several handsome villages. The 22d, stormy with heavy squalls; all hands were called to run down top-gallant-yards, and reef top-sails. On the 23d,

we fired a gun for a pilot, and came to anchor in the harbor of Toulon, at eight o'clock in the morning—distance from Genoa, 150 miles. On the 25th, at eleven o'clock, we run up the French flag at our mast-head, and fired a salute of twenty-one guns. May 27th, we watered ship from a lighter, which contained eighty tons of water, and filled her up. On the 29th, the Admiral visited the Ohio. He was a firm, stoutly built man, about fifty-five years of age, and was a fine and robust looking officer, who bore a reputation worthy of his commanding station. As he left the ship, we gave him a salute of fifteen guns, which was answered from his ship, the Ocean, a French three-decker, carrying 160 guns, then lying in the harbor. The French fleet, lying in the harbor of Toulon at this time, consisted of the Ocean before mentioned, four line-of-battle-ships, six frigates, five steam-frigates, three sloops of war, one brig, and two schooners. The Ohio's crew exercised sails at the same time they did on board the French fleet, and always excelled by several minutes,

both in furling and unfurling sails, which created considerable excitement on board all the men-of war in the harbor. Toulon is handsomely built of stone, brick and marble. The Hospital and Catholic Chapel attached to the same are beautiful and commodious buildings. There are several acres of fine rich land, inclosed by a wall, which surrounds these valuable buildings. The whole city wears a warlike aspect ; the scenery, however, is fine. To the south, as far as the eye can discern, is land highly cultivated, and covered with neat and handsome cottages. It is noted for its numerous and splendid public works, its docks, dry-docks, rope-yards, founderies, and its fine and extensive navy-yards.

June 4th, all hands were called to up anchor and make sail. A fresh breeze springing up, we were soon clear of the harbor. On Monday we passed the island of Sardinia, and caught a large turtle. On the 11th, we arrived at Palermo, the weather being very pleasant,—distance from Toulon, 468 miles. On the 16th, the Ohio's theatrical actors performed a tragedy and com-

edy on board, commencing at seven o'clock in the evening and closing at twelve. The scenery was new and very appropriate. The gallant conflict of the Constitution and Guerriere was well represented on the drop-curtain. The dresses of the actors were all new, and the plays were well performed. The American Consul, in his court dress; his family, several officers of distinction, the Consuls of England, France and Austria, with their families, were present and expressed their gratification in high terms of praise. Immediately after the performance, a ball was held, which ended at two o'clock. Palermo, the capital of Sicily, is a large and flourishing commercial city. The houses were well built of marble and stone, and the streets were wide and well paved. Although the country is low, the scenery is pleasing. The deep tones of the olive, mingled with the foliage of a lighter tint, and the golden hue of the orange and lemon, all rendered the scenery charming and delightful. A short distance from the city, the hills rise to considerable height, and the exact likeness is plainly to

be seen at the very summit, cut by nature in the solid rock. The national burying ground is one of the grandest and sublimest sights in the city. It is made of the finest quality of red marble, which is highly polished. It is wholly underground, and is several hundred feet long, protected by a splendid covering of strong, thick glass. It is kept perfectly clean, and is daily visited by hundreds of strangers. We were shown several who, it was said, had been dead over 200 years, and were then in a state of preservation. The whole was calculated to excite feelings of melancholy. Our ship was continually thronged by all classes of people—the wealthy and fashionable, and the poor in rags. The sons of noblemen, who were at college in Palermo, not more than ten years of age, were dressed in a military uniform. You would suppose, as they were walking in martial step over the deck, that they were an army in miniature.

On the 19th of June, all hands were called to get under way and make sail. Thursday, the wind blew fresh, all hands were called at eleven

o'clock to reef top-sails. On the 29th, we arrived in the harbor of Espesia and came to single anchor. We had considerable company on board, while we remained in port—the weather mild and pleasant. July 4th was honored by a national salute of twenty-one guns, in honor of the 64th anniversary of our independence. A good sea-pie was cooked in the coppers, for nearly 800 men. Extra grog was also served out to the ship's company. I will here state, that every man draws a half pint of rye-whiskey ; and those who do not wish to draw it, are allowed six cents per day in lieu of the grog.

July 5th, all hands were called to up anchor and make sail. Scarcely any wind, tacked ship several times. On the 8th, stormy, and heavy winds ; all hands called to reef top-sails ; took in royals and flying-jib. On the 10th, exercised main-deck guns. On the 11th, wind fair ; a pilot came on board ; sailed into the harbor of Mahon under full sail. July 13th, the Governor came on board. He was represented as a civil magistrate of honor and integrity. He was honored with a salute of thirteen guns as he left the Ohio.

CHAPTER XVII.

On the 14th, six men were tried by court martial on board the Brandywine, for mutiny. Three of them received sixty lashes on board the Ohio. Two of the others received twenty on board the Brandywine, twenty on board the Cyane, and twenty on board the Ohio. James Brown was sentenced to receive the same number of lashes as the others, but his sentence was remitted by order of the Commodore, who had the power invested in him by law to sanction and approve, or to condemn the proceedings of a court martial; and in pardoning Brown, he fulfilled the reasonable expectations of the whole ship's company. Brown was an old seaman, who had sailed under our flag for nearly twenty years. He inherited the virtues, as well as the vices of a seaman. Like many he loved to get drunk, and he was in this situation when charged with mutiny and riotous proceedings. It

would be hard to believe the men intended any mutinous designs, from their general good character, as they had been long attached to the ship. They received their punishment like men. On the 20th, the store-ship Rambler arrived at Mahon from the United States, with stores for the squadron. Her cargo consisted of beef, pork, butter, cheese and clothing. She also brought several large packages of papers and letters for the Ohio's crew. She was thirty-five days on her passage out, and was bound to Palermo on a trading expedition. On the 27th, Captain Lavallette arrived in a French steam-frigate from Marseilles. The vessel was put in quarantine, and he was obliged to remain on board of her until the first of August, at which time her quarantine expired. On the 30th, Commodore Chauncey died. We fired twenty-one minute guns at noon. The Brandywine fired the same number, as a mark of respect. The officers also wore crape on the left arm for thirty days. He was an able, fearless, and undaunted officer, whose memory is enshrined in the affections of

his countrymen. Long may his gallant services be cherished by his brother officers, and may they learn from his example that true fame and glory consist in a pure devotion to the principles of honor, humanity and justice. On the 2d of August, Captain Lavallette came on board the Ohio. His first appearance made a favorable impression on the ship's company. His orders to join the Ohio were read by the first Lieutenant, Mr. Mercer, after which Commodore Hull made a few remarks suitable to the occasion. Captain Lavallette replied that the ship and ship's company bore a high reputation in the States. It was said, and said truly, that more flogging was inflicted in one morning when Capt. Smith had command, than all the flogging put together while Commodore Hull and Lieutenant Mercer had command. We were at sea most of the time, and this may account in a degree for the difference. The boatswain's shrill call was not sounded every morning, nor were our ears struck with horror by the cries and pleadings of the men for mercy; but peace, order

and harmony prevailed throughout the ship, while Commodore Hull and Lieutenant Mercer had the command. August 3d, in the morning, all hands were called to unmoor ship ; and after lying to until night, were again called to make sail. On the 11th, we passed the island of Malta ; the 12th, spoke an Austrian brig and passed several Greek islands. On the 14th, passed Corfu ; the 16th, spoke a Spanish brig ; 17th, stormy, with high winds. We took on board a pilot from Trieste, who had sailed several hundred miles in an open boat, to pilot us through the Gulf of Venice. He supplied his men who remained in the boat, with provisions to last them until they arrived back at Trieste. Wednesday, the 19th, extra grog was served out to the ship's company, it being the anniversary of the victory and gallant achievement of our Commodore, who gathered unfading honors for himself, and glory for his country, in sinking the Guerriere ; and it was hoped he might long live to enjoy the gratitude of a free people. On the 22d, we arrived in the harbor of Trieste and came to anchor,

having been twenty days on the passage,—distance from Mahon, 1630 miles. We fired a salute of twenty-one guns. The 23d, a large number of people came on board the Ohio. Our chaplain exchanged with one of the same persuasion in the city. The American Consul and family, several gentlemen and ladies, five American Captains of vessels in the harbor, and several crews were on board, and listened to an eloquent discourse. The 29th, the Governor, a numerous retinue of aids, ladies, and servants in costly liveries, visited the Ohio. The Governor was a fine looking man, and brilliantly equipped. The aids wore the appearance of a brave and daring set of officers. After partaking refreshments with the Commodore, he examined the ship, of which he spoke in high terms of praise. We gave him a salute of twenty-one guns, which was answered from the battery. The 30th, the American barque Leopard, fifty-five days from Boston, came to anchor in the harbor. On the 6th of September, the American Consul and family, several American and

English gentlemen, the Captains of the American shipping in the harbor, and several Austrian officers, in full dress uniform, visited the Ohio and made a fine appearance. All attended divine service. The 7th, several Austrian officers from Vienna visited the Ohio, for the purpose of taking her model, as the Emperor of Austria had ordered a ship to be made as like her as possible. Tuesday, 8th, the Governor's band attached to the 22d regiment, stationed in Trieste, visited the Ohio a few minutes after dinner, and made an imposing appearance. Wednesday, 9th, a splendid ball was held on board the Ohio. The quarter-deck was handsomely fitted up with flags of different nations. At eight o'clock, the band struck up "Hail Columbia." At one, the ball closed. We then burned blue lights, and fired off several rockets. Our arrival in the harbor of Trieste was immediately announced by the Austrian press, in all parts of these extensive territories. Thousands flocked from their mountains, valleys, and cities, a distance of several hundred miles, to see the noblest ship

that ever floated upon the great deep. The Austrian, Greek, Bavarian, Hanoverian, Pole, Swede, Italian, Armenian, and Turk, all could be seen in their national dress, crowding our decks, and the confusion at the Tower of Babel could not have produced more discordant sounds.

CHAPTER XVIII.

Trieste was a flourishing and wealthy city, containing an industrious, frugal, and enterprising population of over 66,000 inhabitants, and no city in Europe was more celebrated for the industry, skill and genius of its mechanics, enterprise of its merchants, and for its institutions of learning. The city was handsomely situated and built on a high eminence, at the head of the gulf of Venice. There were a number of fine markets, and she enjoyed a flourishing commerce; also numerous schools, for the education of the young in all branches of literature. Many of her local institutions, her scenery, the habits and manners of her people, resemble those of the United States. The harbor of Trieste is large, but shallow, and has a muddy bottom, and there are frequent storms, which render it unsafe anchorage for ships of a large size.

Thursday, September 10th, all hands called

to unmoor ship and make sail. We got under way about eight o'clock. The 17th, we spoke the Glasgow, an English brig, ninety-four days from New Orleans. The 20th, a fair wind, we squared yards for the first time since we left Trieste. The 29th, rough head-winds; the 30th, a sail was discovered to the windward, which proved to be the barque Leopard. She was represented as being one of the fastest sailing ships afloat, and when around Cape Horn she had frequent trials, sailing with several fine ships, but always came off victorious, and her Captain, when in Trieste, made his boast that she never was beaten, and that there was not a ship in the Mediterranean that could outsail her. Immediately after discovering the Leopard, all hands were called to work ship. After keeping all hands working ship through the night and losing our main-top-gallant-yard, and bursting the top-sails, the beautiful spots of the Leopard were seen far to the leeward. The weather being rough and stormy, the brave and daring Leopard found it was on the track of the Lion of the

Mediterranean, and after fruitless efforts gave up to her noble antagonist. October 2d, we came to anchor in the bay of Volo. We got out boats and watered ship, and set up rigging. The 7th, all hands were called to up anchor and make sail; scarcely any wind. At night came to single anchor, near the island of Patmos, where St. John the divine wrote his celebrated letters concerning the seven churches of Asia. The 8th, we again made sail, and in the afternoon of the same day arrived in the harbor of Smyrna, and came to anchor within a few hundred fathoms of the city. After coming to anchor and furling sails, we run up the Turkish flag at our mast-head, and fired a national salute of twenty-one guns, which was answered from the Turkish battery, by the same number. Distance from Trieste 1118 miles. Saturday, the 10th, the Bashaw, and American Consul, with a large train of military officers, and chief magistrates, visited the Ohio from Smyrna. The Bashaw of Smyrna made a grand appearance. He was nearly six feet high, with a strong robust

figure, keen, penetrating black eyes, dark hair, and in appearance about fifty-five years of age. His dress consisted of white pantaloons, fine deep blue frock, beautifully ornamented with gold lace. On his breast he wore a splendid glittering diamond ornament; a handsome sword by his side, suspended by a rich belt. His head was adorned with a fine red cap. His step was firm and majestic. He appeared highly interested with the handsome appearance of the ship, and the hale and hearty looks of the crew. After beating to quarters, the whole retinue passed between two columns of men; after which, the Bashaw requested to see one of the divisions exercise guns, which request was granted; and after partaking refreshments with the Commodore, he passed over the side and was saluted with seventeen guns. The compliment was answered by the same number of guns from the Turkish battery. Dress of the guards: red cloth cap, blue frock, with handsome polished buttons, blue trowsers, with a large red stripe. They wore a long saber, suspended by a gilt belt.

They had a dark swarthy complexion, black eyes and hair, and usually wore large mustaches, and were of middling stature. Sunday, the 11th, the American missionary, stationed at Smyrna, performed divine service on board the Ohio, and delivered a good discourse. The American Consul and family, and several Captains of American vessels were present. On the 12th, a seaman, belonging to the barque Leopard, came on board the Ohio. After speaking with the officer of the deck, that officer sent the messenger boy to call Capt. Lavallette. As soon as Capt. Lavallette arrived on deck, the hardy and weather-beaten sailor related his grievances. He and the rest of the crew had stopped work, on account of cruel treatment, but more particularly because of poor and miserable provisions, which the Captain had served out to his men. The salt meat was nearly all they received, and that he represented as most miserable. After relating all the circumstances, the Captain told him to go on board his ship, and to tell the Captain to give them better and sufficient provisions,

and if he did not he would see the American Consul, and in case he persisted in giving his men unwholesome food or insufficient in quantity, he would take the ship from him and send her to the United States by a Lieutenant. Thus it is seen—and the observation is substantiated by every day experience—that the sailor who braves the tempest and the storm, who bears all kinds of injuries and insults, until forbearance ceases to be a virtue,—even then, if he resists the cruelty of his oppressor, is thrown into prison, a stranger in a strange land, and suffers until his Captain has poured out the last vial of his wrath upon his head. On the 15th, a splendid Turkish steam frigate, from Constantinople, built by the celebrated American, Henry Eckford, came into the harbor in fine style. She brought information from the court of Syria, the confirmation of the destruction of Beyrout, by the English fleet, and the taking of several thousands of Egyptians, by the combined English and Austrian armies. It was said great and deserved praise was given to the officers of the Cyane, for pre-

serving the lives of several Consuls and Missionaries, as she lay in the harbor of Beyrout during the scene of ruin and destruction. On the 16th, the officers of the steam frigate, and the Austrian, Turkish, Russian and American Ministers, came on board the Ohio. After examining the ship, and as they left us, we gave the customary salute, which was answered from the battery.

CHAPTER XIX.

Smyrna is built at the foot of several small hills, and has a low and unpleasant situation, and the streets are muddy and narrow. Back of the city the country has a bold and mountainous appearance. The numerous groves of cedar and cypress trees have a pleasing effect in the scenery about Smyrna. The great castle, said to have been built for ages, attracts thousands to view its massive walls of granite, nearly in as perfect a state as when first laid. It has a bold, grand and antiquated appearance, and is situated on the most elevated height in Smyrna. This city has a large and flourishing commerce, exporting silks, shawls, carpeting, wine, &c., and importing the manufactured articles of several English establishments, and cotton, tobacco, &c., from the United States. There were quite a number of American ships lying in port at this time. A very large portion of her trade was carried on

by the Jews. Her caravans, which frequently have in their train hundreds of camels and horses, loaded with the richest merchandise, destined for Persia and the different cities of Asia, attracted much of our attention, as it usually does that of most foreigners who visit this city. For several thousand years, the red banner of Mahomet has waved in triumph over the majestic temples, spires and domes of this city. Her numerous population consists of Turks, Greeks, Jews, and Armenians. Her markets are still famed, and her commerce more flourishing than at any other period, and her manufactures are much extolled. Several of her public buildings are magnificent. The houses of the English, American, French, Spanish, Austrian, Italian, Greek and Russian Consuls and ministers, all have their national flags waving through the day, which have a fine effect in awakening national feelingand sympathy. The city was very healthy when we lay in the harbor. No plague had been there for sometime, and this dreadful scourge, which has swept thousands in its course,

appeared to be stayed, as a more rigid system is employed in keeping the city free from all filth and dirt, which will do much towards removing this dreadful and dangerous disease. While on shore at Smyrna, I visited the Christian Church. It is situated but a short distance from the Castle. This church was founded by St. John the divine; and in his letters concerning the Seven Churches of Asia, he says, "I know thy works and tribulation and poverty, but thou art rich." The crumbling walls of this once mighty edifice but partially remain. Thousands from all parts of Europe delight to see the remains of this church once dedicated to the living God, where, nearly 2000 years ago, thousands listened to the word of God. It is now a mass of ruins. On its walls are engraven the names of several distinguished Americans.

On the morning of Oct. 18th, all hands were called to up anchor and make sail. We had a fine breeze, and were soon out of sight of that proud Turkish city. The 19th, heavy showers and windy; we spoke an American brig bound

for Smyrna. The 20th, continued stormy with a rough sea ; we took in our pilot at Milo, when we went up. We hove to, and fired a gun for a pilot-boat, but the weather was so rough no boat would venture out, so the pilot was obliged to remain on board. The weather continued stormy until the 26th, when it moderated and became pleasant. For three days we had calms. On the 29th, at eight o'clock in the evening, a fresh breeze sprang up. November 2d, we spoke a Russian brig, and in the afternoon passed the island of Sardinia. The 5th, we had pleasant weather, and head-winds. The 6th, arrived in the harbor of Mahon. As we passed the Cyane, her band struck up "Hail Columbia." The 7th, we moored ship, near the navy yard,—distance from Smyrna, 1635 miles. The 12th, a Spanish frigate of twenty-eight guns sailed into the harbor, having on board 1000 soldiers for the defense of the island. On the same day a ridiculous affair took place between the midshipmen belonging to the Ohio: A challenge for a duel was passed between them, which was

accepted; the seconds were selected, and soon after dinner they had their boats called away, which landed them safely at Quarantine Island. The parties appeared elated at the thought of blood and glory, but upon handling the weapons of death they forgot their honor, in their own personal safety, as they had left a note for the Captain, notifying him of the intended duel. The Captain, after receiving the note, hurried to the scene of action, expecting probably to find it one of blood; but he soon found it was a bloodless affair, neither wanting to fight, it was said, and so the foolish affair passed off. Nov. 20th, our accomplished and highly respected first Lieutenant, J. G. Pendergrast, came on board the Ohio to resume his important duties. The men all crowded aft to see him, and animation beamed on every countenance as soon as it was announced that he was on board, and, if orders had not been given against it, a spontaneous cheering would have been given him. The 28th, the English Consul and family, and several distinguished French and Spanish officers,

came on board and attended divine service, and listened with admiration to an eloquent discourse from the Chaplain.

CHAPTER XX.

December 25th, Christmas Day. The ship's company had a fine dinner cooked in Mahon, in commemoration of this long observed day. Extra grog was served out, and all appeared gay and cheerful. James Stearwell was tried by a Court Martial in February, which occupied several days. He was tried for using mutinous and seditious language, and was awarded by the court to receive eighty lashes and be discharged. The Commodore remitted thirty lashes on account of his being a good seaman, and faithful in the performance of his duty, when sober. He considered the plea of drunkenness, set up by his counsel, as an aggravation of the offense. There could be no excuse in Stearwell for running down the flag he sailed under, merely to gratify the dislike he bore towards a few officers. If he had used the same language under the flag of his own nation, he would have been hung

at the yard-arm for his audacity and folly. Stearwell was an Englishman, and had formerly sailed in the British naval service. He was a good seaman, but was one of the hardest customers on board the Ohio. The 22d, being the anniversary of Washington's birthday, passed off with the customary salutes from the men-of-war in the harbor, and the American flag waved at the mast-heads of the shipping through the day. March 6th, the United States sloop of war, Preble, joined our squadron. She was built in Charlestown Navy Yard, carried eighteen thirty-two-pound carronades, and was manned by 140 men, and commanded by Captain Voorhees.

On the 14th, William Frill was tried by a Court Martial. The charges preferred against him were for desertion, taking French leave at the Navy Yard, and he was sentenced to receive fifty lashes on the bare back; but the Commodore, with his usual lenity, remitted ten lashes. Frill was a Goliath in size, and a Sampson in strength. Immediately after his desertion,

two midshipmen were ordered to Mahon to take him on board. They probably expected he would make no resistance, clothed as they were in authority, but they were sadly mistaken. When attempting to take him he threw himself upon his reserved rights, and the young gentlemen in their dress regimentals, being foiled in their attempts, were obliged to return alone on board their ship. Then all the policemen in Mahon were rallied to the rescue,—"take him dead or alive," was their watchword; and after parading through Rough Alley and Castle streets, in all the pride and authority of the guardians of the public peace, they found Frill in a public house in Castle St. The policemen were stimulated by the promise of a liberal reward if they succeeded in taking him, and war was at once declared. He for a long time nobly maintained the action, and victory was for sometime uncertain. At last the clubs wielded by the policemen, so severely wounded him that he was forced to surrender. He was then taken to the calaboose, where he remained until the fol-

lowing day. The calaboose is a place of confinement, and is the same as one of the county jails of the United States. When Frill was carried on board the Ohio he was unable to move a limb, so great had been his exertions in attempting to make his escape from the civil and military authorities. He was then confined in his cot in the sick bay for several days; after which he was taken to the gangway and flogged, receiving forty lashes, and was again taken to the sick bay, being much exhausted and weak. Surely this man should have been in a good state of health when he was to receive his punishment, and they must have been deaf to the calls of humanity to have inflicted it upon him at that time.

Wednesday, the 24th of March, the sound of war and preparation was ringing among the officers and crew of the gallant squadron, as information had reached the Commodore, from several channels, of actual hostilities between the United States and the British nation. In the afternoon a consultation was held on board the Ohio,

in which the Commodore, and Captains Lavallette, Bolton, and Voorhees participated. Immediately the whole squadron was in active preparation, and rumors on board the ship and ashore were numerous, and the inhabitants of Mahon appeared very melancholy at the thought of the squadron leaving the harbor so soon. Orders were immedialely given for the squadron to be ready for sea. We got on board extra provisions, wood and water, rigging, spars, and the unfinished work of the mechanics, and paid in the chain-cables, and got in our boats. We took on board all the sick at the hospital, excepting seven, who were in so feeble a state that it was impossible to move them. The 25th, a signal-gun, which was fired at twelve o'clock from the Preble and Brandywine, for pilots, soon broke the charm which held in suspense and anxiety the feelings of the ship's company. The shore from Georgetown to Mahon was immediately lined with people, and the Ohio was soon crowded with the citizens of Georgetown, Citidella and Mahon, paying their respects to

their friends, and giving each a parting benediction. At four o'clock a signal was made by the Commodore for the squadron to get under way. The Preble lay at single anchor, and was first under sail, making her way out of the harbor. She was followed by the Brandywine under full sail, making a bold effort to win the prize in taking the lead. The Ohio moved through the water, confident of her superiority. On Saturday we had a fine breeze; the Ohio then dashed triumphantly by both the Preble and Brandywine, and on Sunday morning was far to the windward of both of them. In the morning watch we spoke a Neapolitan barque, twenty-eight days from Boston, but did not receive any news of importance by her from the United States. On Monday, the Commodore examined the divisions, and the boarders and pikemen were called away; the fighting-boat's crew, and the men and marines, with small arms, went through all the exercises, the same as in an actual engagement; after which the Commodore, in conversation with the officers, used the emphatic

language,—words which should be written in letters of gold, and pictures of silver,—"One of three things we must do in case of war: we either must conquer the enemy; if overpowered, make our escape if possible, or sink by their side." The Commodore then turned and addressed the men; he said that he had been in several engagements, but never was conquered. The answer from the men was, that he never should be conquered while there was a spar standing, or men enough left on board to fight a gun. He then turned to the officers, and, pointing to the large flag waving at onr mast-head in peculiar luster, said, "That flag shall never be struck to the enemy while I have command of a ship."

Monday night, at twelve o'clock, a sail was discovered just to the windward of the Ohio, and as rumors had reached us that eight line-of-battle-ships had been ordered by the English, to intercept our passage, the drums immediately beat to quarters. The men of the starboard watch at the time were in their hammocks; at

the first tap of the drum they sprang to the deck, lashed up and stowed their hammocks, put the grating over the hatches, cast loose their guns and run them out, lighted their matches, and double-shotted their guns, and the ship was hove to, in the space of eleven minutes ; but on speaking the sail before mentioned, she proved to be a Neapolitan line-of-battle-ship, instead of an English one, as was suspected. This short time in preparing for action, may seem incredible to some, but it even lacked a few seconds of the eleven minutes before stated. Tuesday, weather fine ; a number of sails in sight.

CHAPTER XXI.

April 1st, pleasant weather and dead calms. The Preble and Brandywine were on our starboard quarter. The Captain of the Preble came on board the Ohio. Forrest, sailing-master, was ordered on board the Preble, and went in the fifth cutter. On the fifth, there were strong head-winds, a number of sails were in sight. On the 6th, rough weather continued. At sunset the Commodore made a signal to the Brandywine and Preble, for each to keep a blue light burning through the night, and to keep within signal distance. The commander of the Preble obeyed the order, but Captain Bolton the commander of the Brandywine, immediately after night set in, escaped through the straits, and sailed for the United States, as was afterwards ascertained, and was subsequently tried by a Court Martial, for disobedience of orders, or cowardice, and, as I have since understood, was

condemned, cashiered and suspended. Wednesday, the 7th, we laid off Malaga, waiting for the Preble, which sailed into the harbor to gain intelligence from the American Consul respecting the supposed difficulties between the United States and Great Britain. She brought information from the Consul, at noon, of the continued peace and amicable relations between the two countries, and we immediately tacked ship, and headed our course for Mahon, and the fine strain of music, "Home, Sweet Home" which we heard the evening before, was changed to the spirit-stirring sounds of "Hail Columbia." The whole ship's company appeared highly dissatisfied, as they all had expected that they were bound home, for many of the men's term of service had expired. The crew were so much excited that the Commodore felt it his duty to address them, to prevent evil consequences. The whole ship's company were called on the quarter-deck, when the Commodore spoke to them several minutes in a firm and convincing style, and said he had business to transact at Mahon and

Toulon, and then pledged his word to them that he would sail for the United States in June or July. His remarks were listened to with marked attention, and served to allay the excitement. On Friday, April 9th, all hands were called to quarters, at six bells in the morning. The men of the starboard watch were below in their hammocks. In a few minutes all stowed their hammocks in their nettings, and were at their guns. The alarm was occasioned by a large ship to our windward, which proved to be a French man-of-war, bound to Algiers, with a regiment of soldiers on board. On Wednesday the weather was rough and stormy. We laid off Mahon, until Thursday, when we again made sail. On the 20th, we arrived in the harbor of Toulon, having been twenty-six days at sea since we sailed from Mahon. Owing to the rough sea and head-winds the ship made over one thousand miles in sailing from Mahon to Malaga, which in a direct line is less than five hundred miles. On the 20th, we fired several royal and national salutes, which were answered from the battery,

and from the French Admiral's flag-ship. His squadron consisted of three one hundred and twenty gun-ships, four seventy-fours, two frigates, and three sloops of war. The French ships were handsomely built, and some of them had been constructed within a few years. Their crews were a hale and hearty set of fellows, and they enjoyed many privileges not granted the seamen in the United States Navy.

Our national legislature, in 1832, having an overflowing treasury, advanced the pay of midshipmen from twenty-five dollars a month to over forty—acting, in many cases, under motives dictated by personal interest, as some of them had sons in the navy ; and by advancing their pay they would not be obliged to transmit sums of money to them to support their prodigality and extravagance, and they preferred to have it drawn from our national treasury. Others had sons for whom they would procure midshipmen's warrants, so that they might spend a few years in foreign countries, they being at sea only a small portion of time—sailing in the summer

season in the beautiful and placid Pacific, or in the classic Mediterranean. All this was accomplished, while the wages of hardy weather-beaten and fearless seamen, who peril life—sacrificing the pleasures and comforts of home—and who brave alike the tempest and the enemies of their country, were suffered to remain stationary, they receiving from ten to twelve dollars a month,—and out of this pitiful sum, by a system of oppression and fraud, was taken four or five dollars a month, for tea, sugar, pepper, mustard, soap, &c., termed small stores. It is a small business, truly, in the government, that the very food of the sailor is taken out of his own money. Would not the American people heartily approve of a law doing away this miserable policy, which robs the seaman and fills the coffers of the rich? It appears a very easy matter for Congress to raise the pay of one class of men to nearly double its former amount, while the pay of a more worthy and useful class of men—those they depend upon in peace to protect their commerce, and in war to support the honor of their

flag upon the ocean—should be allowed to remain the same. So small is the compensation allowed them by law, and so large a share of this trifling sum falls into the hands of the pursers, that few good seamen feel willing to ship in the service ; and a short time since, two frigates, all fitted for sea, were detained several months, through the want of a crew to man them. At the same time there were over four hundred midshipmen on their rolls who were anxious to receive their orders for sea, and thousands from almost every State in the Union had petitioned for midshipmen's warrants, and their names were recorded upon the books, while these fine frigates were detained a long time for the want of a crew to man them—when, too, the public service actually required them on their stations. While the Ohio was lying at Mahon the previous winter, the midshipmen contracted many debts on shore ; and when the ship was ordered to sea, under the expectation of war, the citizens of Mahon came on board our ship to receive their pay, when to their surprise and displeasure they

found several of these gentlemen of the watch unable to settle with them. Previous to these false and high-handed acts of fraud and meanness, while we were in the port of Trieste, two midshipmen smuggled liquor on board the ship. After they had remained drunk sometime, it was discovered. As they were sons of distinguished naval officers, their liberty was merely stopped for a short time. We shrink back with disgust from following those gentlemen of the watch through all these scenes, down to receiving their rations at the butcher's block, as necessity for once brings them down to the level of the common seamen.

CHAPTER XXII.

May 1st, the sun arose amid the firing of guns and the roar of their thunder, it being the anniversary of the birth of Louis Philippe, king of the French, and many were the demonstrations of respect and affection towards him. The French squadron, then lying in the harbor, consisted of seven line-of-battle-ships, three frigates, and several sloops of war. They were beautifully decorated with flags, and made a fine appearance. At nine in the morning, at noon, and at sundown, the whole squadron was in a perfect blaze of fire from their cannon, which echoed among the hills and valleys,—proclaiming to the people the fruits of their great revolution of 1830, which placed upon the throne their king, amidst the approving plaudits of the nation. At noon the Ohio fired a salute, after which the Admiral's flag-ships run up to her mast-head the stars and stripes, and answered

the compliment. Commodore Hull dined with the Admiral, and at night the French squadron was beautifully illuminated, and thousands of rockets were fired from Toulon, which burst in the skies with great brilliancy. A boat-race took place, which attracted much attention. Five boats belonging to the Admiral's flag-ship, started opposite the hospital. Great were the exertions, and great were the rejoicings of the boat's crew which won the prize. A beautiful gold medal, with the arms of France engraven on it, was presented by the Admiral.

On Thursday morning, when ashore, I was struck with astonishment to witness the arbitrary and oppressive conduct of some of the Ohio's officers; and when contrasting them with the liberal and gentlemanly bearing of those in the same stations in the French service, a feeling of disgust naturally arose in my mind against those men who, when at home, make great professions of equality, but who there, where they have no motive for deceiving, act out their true characters; and it is not strange that the rankest ad-

vocates of despotism blush at their hypocrisy and tyranny. I saw a French boat, whose crew were all convicts, go alongside the shore. The officers of the boat got out, and then told the convicts they could go on shore under charge of a sentinel. This was a common practice in Toulon. It soon commenced raining in torrents. The convicts went into a building near by, which secured them from the inclemency of the weather. But the officers of the boats belonging to the Ohio would not let their men go ashore. The coxswain remonstrated with the officers of the boat and begged permission to get out of the rain.—"No, d—n your eyes," was the reply, and they threatened to have him flogged for his insolence. The officers then went up to the city, and remained there until it cleared off, then went to their boats. I could not but compare the two cases. The late President, by his recommendations and orders, effected much towards repressing cruel punishments on board the national ships. If his orders were carried more into action by Commanders, they would have a lasting and beneficial influence.

In giving a brief sketch of several cases of punishment which occurred on board our ship, I will commence with the case of a seaman belonging at that time in the after-guard, to show the wrongs and injuries men innocently suffer: He was at work in the after-part of the ship, and was stationed on the quarter-deck. He asked a messmate, in a low voice, for a chew of tobacco. The officer of the deck heard a noise, and seeing him receive some tobacco, at once supposed it was him, and reported him to the first lieutenant, who had him put in the brig, for insolence, disobedience of orders, &c. A midshipman who was standing by and saw the transaction, when he went to the brig to put him under the sentry's charge, told him he had done nothing worthy of punishment, and that when all hands were called to witness punishment, he would speak in his behalf. After remaining in the brig a few days, the prisoners were called up (in those days there were a goodly number), and when they came to this man on the list, he stepped out and said that he was falsely accused, and

could prove himself innocent by several men, and a midshipman in particular. "Never mind," said the Captain, "I shall not give you but a few, as it would take longer to prove your innocence than to receive half a dozen," and he ordered the boatswain's mate to go on. After he had received half a dozen with the cat-o'nine-tails on his bare back, he was cut loose by the quarter-master, and told to go to his duty.

The next I shall relate was of a seaman belonging to the waiste. He also was in the habit of chewing tobacco, and in attempting to spit into one of the spittoons, missed it and spit on the deck. A passed midshipman by the name of Lafayette Maynard, saw it, and immediately called the boatswain's mate, and ordered the man up to the breech of one of the guns. He then asked the boatswain's mate if he had his colt with him. The colt is another instrument for whipping—and is a tarred rope about four feet in length and five-eights of an inch in diameter. After the boatswain's mate had taken out his colt, the midshipman ordered him to go

on, and he gave the man a dozen, and then d—d his eyes, and told him if he ever spit upon deck again, that he would have him tried by a court-martial for disobedience of orders, and contempt for his superiors. His whipping was severe in the extreme, and in direct opposition to the laws of Congress, which says, that no man shall be flogged except under the direct eye and sanction of the Captain of the ship; and that the Captain shall keep a record of every man that is flogged, what he is flogged for, and the number of lashes he receives; and this record to be kept for the inspection of the heads of government. Another case more aggravating took place: The Commodore's coxswain had been on liberty. To say he was a good man, would be unnecessary, for he had the confidence of the Commodore, by being his coxswain, and the Captain of the ship made him Captain of the foretop. This man, in the morning, was quite sober for a man who had enjoyed the pleasure and sport of a run on shore. Perhaps he felt a little merry. An officer working on the main-deck saw him and ordered several

experiments to be tried on him, commencing by giving him several large doses of drugs of some description, and then commenced throwing water upon him from the pumps or engine. This man in a few moments fell to the deck, and those who stood around him supposed he was dead. They then carried him into the sick bay, and laid him on a cot. Medical aid was employed upon the man, when at this time his color began to change, and many supposed he was in a dangerous situation. Several were seen walking in and out of the sick bay watching with fearful anxiety his symptoms; as he appeared to be in a dangerous condition, they were alarmed for their own safety, but the man in a few days recovered. What, I ask, would have been the result if the man had died? If my impressions are correct, according to the civil law in the United States, when a quack gives poisonous medicine to a man, which causes his death, he is amenable for murder. Solomon said: "There is no new thing under the sun." If he had lived at that time, he would have found something new,—an officer

turning surgeon and giving drugs to a man for punishment. This certainly was a new thing under the sun, for an officer of the ship to usurp the duties alone assigned to the surgeon. In justice, none of these charges can be laid against Commodore Hull. He was a frank, open-hearted, and honest man, and for over four months he had command of the ship, from the time that Capt. Smith left her, until Captain Lavallette took his place. But once in the whole time were all hands called to witness punishment, and then all were let off, so trifling were their offenses in the eyes of the old Commodore ; not a man was flogged on board the ship while he had command of her in person ; and the men were ashamed to go to him with their foolish reports, as he would always hear both sides of the question, and he paid as much attention to the sailor in his rough garb, as to the officer decked in his costly tinsel. While Commodore Hull had command of the ship the men were better treated, and they performed their duties better, and there was more harmony and comfort on

board the ship, than ever before or since ; and every man on board the ship honored and respected him, and well he deserved to wear the honors bestowed upon him by the American people.

CHAPTER XXIII.

May 4th, dispatches were received on board the Ohio, from the American Minister at Paris; one of the dispatches contained the news of the lamented death of General Harrison, President of the United States. The Ohio displayed her flags at half-mast and fired minute guns throughout the day, and all the officers wore crape on their left arm in commemoration of the great national calamity. The French national ships then in port also displayed their flags at half-mast throughout the day, to show their respect for the illustrious deceased.

May 8th, all hands were called to unmoor ship and get under way. It was a beautiful morning, and the sun shone in all its splendor upon the blue waters of the Mediterranean. As we bid adieu to our French friends in Toulon, a fine breeze sprung up, which soon wafted us clear of this beautiful port. A number of hours

previous to the Ohio's sailing, one of the French government steamers sailed for Mahon, carrying letters and dispatches from the Ohio's officers and crew to the citizens of Mahon, expecting she would arrive at Mahon several days before the Ohio; and they were surprised when the Ohio passed her, but not more so than the Captain of the steamer was when he arrived at Mahon, to find the Ohio there and safely moored. Many of the passengers who came over in the steamer and visited the Ohio, spoke in high terms of praise of her beauty, symmetry, and sailing qualities. On the 14th, all hands were called aft to the quarter-deck, and were addressed by the Chaplain on the recent death of the President of the United States. His remarks were appropriate and eloquent. At sundown all hands were called to attend prayers. After the Chaplain had read a number of prayers suitable for the occasion, an old seaman observed, —and he was one whose remarks were entitled to attention, for he had been long in both battle and breeze—that we were sometimes called to

attend prayers and to muster on Sunday, but more frequently to see the lash applied to the backs of seamen for the very same misdemeanors that many of the officers are guilty of. Said he to me, "Is this the religion we have so eloquently preached to us?" My answer was, "No; for the whole system of religion is founded on truth, justice, and mercy; and if the Captain should tell them, when all hands were called to witness punishment, and from twenty to sixty men before him, each waiting to receive his sentence: 'Let him who is without sin cast the first stone;' how many do you think, of these gentlemen who wear the large eagle button, would remain on deck to 'cast the first stone?'"

On the 20th, at midnight, the drums beat to quarters, as it had been reported to the first lieutenant that several men had swam on shore; but after mustering all the divisions, which usually takes but a few minutes, it was soon ascertained that all were present, and the first lieutenant ordered the drums to beat a retreat. I will here state that a number of the men

intended to swim ashore that night, but were prevented by hearing that the first lieutenant had learned of their intended excursion on shore ; they therefore concluded it was best to remain on board. On the evening of the 29th of May, a disgraceful scene took place on board the Ohio, between several midshipmen of the larboard steerage, and their black servant. It appears that the midshipmen were laboring under the influence of strong drink, which spreads itself like a ruinous contagion in the navy, contaminating all within its reach. The midshipmen commenced sky-larking with the poor, degraded son of Africa, who was rather too strong and robust for these gentlemen, who wore the eagle buttons, when on a sudden the first lieutenant came down upon the deck. His keen, penetrating eye saw the affray at the first glance, and as soon as the midshipmen observed him coming towards them, they screamed out for the negro to go up the mast. What meanness and duplicity ! They followed him up, kicking and beating him over the decks and up

the ladders. By this time several hundred men had collected on the main-deck to witness the shameful scene. As soon as he had got on the spar-deck, near the fife-rail, a noted place for all victims, one of the gentlemen of the watch who stood by him, reeling in brutal intoxication, reported him to the officers of the deck, amid the laugh and hisses of the whole ship's company. The poor fellow was then confined in addition to receiving the treatment he had, which was a gross outrage upon decency. All this was done to screen themselves, and shift the blame from their own shoulders to have it put upon the negro's back with the cat-o'nine-tails. The whole affair merited and received the contempt of all. On Sunday the weather was most delightful. All hands were dressed in white for the first time that spring, and they made a fine, neat, and uniform appearance. They were inspected as usual on Sundays, by the Captain and first Lieutenant, after they had assembled at their quarters. Soon after, the drums beat a retreat, and in a

few minutes the boatswain called all hands to muster. As soon as they were arranged in the customary order, the Chaplain gave them a spirited and eloquent discourse. He gave a fine description of the mariner's life, and spoke of the dangers, trials and temptations attendant on the same; also of the pleasure of a homeward bound passage. He appeared to be much interested in the welfare of the ship's company. I had every reason to think the Chaplain a Christian, as well as a perfect gentleman. The Chaplain had but just closed his able and eloquent discourse, when a midshipman came off the orlop-deck in a state of brutal drunkenness. He used the most insulting language against several distinguished officers. What a humiliating example for an officer to set. If the whole ship's company had followed the example which was set by this young officer, what would be the natural or certain result of the case? They would be confined in the brig, put in double irons and gagged, and when called before the Captain would receive a severe reprimand, be

stripped, and receive one dozen with the cats—a species of torture which would disgrace the Spanish Inquisition. The question has been asked by many, why so few native seamen are found in the naval service of the United States? What American, who feels the noble impulse of freedom throbbing in his bosom, would ever consent to rivet the chains of slavery upon himself? The clanking of the chains which have been riveted on the few native seamen, who are found in naval service, has served to deter others from selling their birthright for a mess of pottage.

CHAPTER XXIV.

On Saturday, the 7th of June, the soul-stirring words were passed fore and aft our deck: "All hands up anchor for the United States." This order was cheerfully obeyed, and as the sun slowly descended below the horizon we sailed out of the harbor. All was animation and joy on board the ship. The band soon caught the spreading joy and gave us, in animating strains, "Home, Sweet Home." June 21st, Richard Burke, a native of Dresden, in the State of Maine, died after a long illness, at eleven o'clock in the evening as he was on the passage to his native land. He raised his head from his pillow to feel for the last time the breeze and to hear the surges of the sea which had often delighted his ears, but soon fell on his pillow and expired in that bright hope which is an anchor to the soul both sure and steadfast. The usual prayers were made by the Chaplain

in an able manner, when his remains were consigned to the great deep. He was an able seaman and much liked by his mess and shipmates, and all regretted his fate. The following lines were composed by one of the seamen, on his death :

Poor Burke is gone—his thread is spun—
He sleeps upon the coral bed,
And there will rest, till the last trump
Shall summon forth the ocean's dead.

Though tempest roar along the main,
And towering waves their fury pour,
He sleeps secure beneath the foam,
With thousands on the coral floor.

And far away from his loved home,—
Where nature first imparted breath,—
There, on the ocean's stormy wild,
He drank the bitter cup of death.

No mother's voice was there to soothe
The sorrow of the dying man ;
Nor sister's hand to close his eyes,—
But strangers from a foreign land.

All worldly thoughts he did resign,
His earthly friends he bid adieu ;
He left his mother all his store,
And died lamented by the crew.

The cares of life he does not heed,
And pain and sorrow he defies;
His soul has left this transient earth,
For that bright world beyond the skies.

On Saturday, the 12th, we arrived at Gibraltar. The American Consul, several Captains of American vessels, and a number of English officers, both civil and military, visited the Ohio. We fired several salutes, also a royal salute of twenty-one guns, which compliment was answered from the English battery, by the same number. I will here state that, in the course of the voyage, I had collected together quite a number of curiosities, which I had bought in the different ports we had visited, and which I had stowed away in the hold of the ship, intending them as presents for my friends in the United States; but on going down one day to see them, I found to my surprise that they had been stolen. It is probable that they had been taken by some of the crew who had been discharged, as search was made, and they could not be found on board the ship. On Tuesday, all hands were called to up

anchor and make sail for the United States of America. It was expected the Hastings and Thunderer, two the finest English line-of-battle-ships in the British navy, would get under way at the same time, and give the Ohio a chance to have a race with them, but they wisely remained at anchor. This was not the first time the British lion had admitted the superior qualities of the ships of war which bear the stars and stripes. Every man was at his station, and the orders which were given for making sail were obeyed with promptness, and in a few minutes the far-famed rock of Gibraltar was left far astern. We had a fine breeze and sailed at the rate of ten knots an hour through the Straits.

Homeward bound! thou heaven-protected,
Beauteous barque upon the deep;
May thy prow be well directed,
May thy helmsman never sleep.

Still and peaceful be the surges,—
Clouds their torrents cease to pour;
Strong and sure the gale that urges
To that blest and happy shore.

June 22d, the cry from the mast-head was, "Sail ho!" Where away? cried the officer of the deck. "Two points on the lee bow," was the reply. The sail proved to be an American whaling barque, which was hove to, while her boat's crew were in pursuit of a whale which lay just ahead and in the direct course of the Ohio, which gave us a fair chance to see the sport. There were three boats' crews in pursuit of the whale. The nearest one to the whale contained the chief mate of the barque, who stood in the bows of the boat with his harpoon poised ready to strike. When he arrived within a few feet of the whale he struck him just back of the flukes, giving the order at the same time to back water, but they were not soon enough. No sooner had the order been given than the whale, raising his flukes, struck the boat a tremendous blow, which shattered her into a thousand pieces. The other boats' crews coming up at this time, picked up the chief mate and crew. The whale, on striking the boat, sounded immediately, and on rising again spouted blood, which showed that

the harpoon had touched his life. After spouting and floundering half an hour, all was still. The boat's crew then came up and made fast to him and towed him alongside the barque ; after which he was cut in pieces and hoisted on board, the oil tried out in try-kettles which were set on deck, and then stowed away in the hold.

July 10th, the ship was hove to on the Grand Banks, and the officers and crew had fine sport fishing. They caught quite a number of fine cod, which were equally distributed between the officers and ship's company. On the 16th, we sailed into Massachusetts Bay, fired a gun for a pilot, and, the fog being quite dense, laid to through the night. July 17th, we came to single anchor at the President's Roads, about six miles from Boston. As soon as we had come to anchor and the sails were furled, I went on deck and told the officer of the deck that I wished to go on shore. The officer told me to go to my duty ; I replied that I should not do any more duty on board the ship, as my term of service had expired the June previous, and that according to the laws of the

United States I considered myself a citizen. The officer then called for the master-at-arms, and gave orders to him to put me in double irons and have me secured in the brig for disobedience of orders and contempt for my superiors. I told the master-at-arms, that my term of service had expired, and that I was a citizen, and that if he laid his hands on me he would do it at the peril of his life. The Captain hearing a disturbance on deck, stepped from the cabin to ascertain the cause ; and after hearing the case, told the officer of the deck that he was in the wrong ; then turning to me, he said, " As you have always performed all the duties assigned you with promptness, and with cheerfulness, you can now go on shore." I accordingly went on shore, and arrived in Boston about four o'clock the same afternoon.

CHAPTER XXV.

I landed at granite wharf, where I met an older brother, who was on the lookout for me; we both passed through the city over to Charlestown to visit a still older brother who resided at that place. I there found my mother, my oldest sister and niece, who had come from Winchester, N. H., in the expectation of finding me there. It proved a very happy meeting for them, as they had not seen me for over three years. After spending the remainder of the afternoon at my brother's, and promising him that I would not go to sea again until I had visited my friends in the country, I returned to the city. The next day the Ohio went up in grand style, and anchored off May's wharf; and as she passed the Columbus, which lay at anchor in the stream, her band struck up "Hail Columbia," which was answered by the band of the Columbus with "Home, Sweet Home;"

after which the rigging was manned and three cheers were given by the crew on board of the Ohio, which was answered by the crew of the Columbus, at that time lying in the harbor as a receiving ship. The Ohio on this voyage had sailed a distance of 25,590 miles.

On the 26th of July, between two and three hundred of the Ohio's crew, whose time of service had expired, met at the Mariners' Inn, where they chose myself and Watson as delegates to wait on the Commodore; after which they formed a procession, and marched in company with a band of music, through Elm and up Hanover streets, across Pemberton Hill into Tremont Street, and halted in front of the Albion House, when the band struck up "The Star Spangled Banner." Immediately after the band ceased playing, the Commodore's aid (passed Midshipman Parker) made his appearance and conducted the delegates to the Commodore's room, where I stated in the name of the crew the state of their grievances, which were as follows: First, when they left the ship,

the Purser would not allow them any money; and none of them had less than one hundred, and some had three or four hundred dollars due them. Secondly, they had been on shore ten days, and having no money had contracted debts, as they were charged double price by the landlords, or landsharks as they should be called. Thirdly, many of the crew belonged to distant parts of the country, and they wished him to use his influence with the Captain and Purser, that they might be paid off so as to be enabled to return to their respective homes. I then stated to the Commodore, in the name of the crew, that we had always honored, respected and obeyed him in all things and considered him our friend, and that we would solicit his advice in the matter. The Commodore said in reply, that he supposed they had been paid off; and that he considered it an honor that they had waited upon him in the orderly manner they had that day done. He then gave his word that they should be paid off the next day. He accordingly sent an order on board the ship to

have them paid off, which order was obeyed on the next day. The delegates were then conducted by Parker to their ranks, when the Commodore made his appearance, showing his respect for the crew by taking off his hat and saluting them, which was answered by three cheers from the crew. The band then struck up "Yankee Doodle;" after which they marched through Tremont, down Winter, through Washington, State and Commercial Streets to the Mariners' Inn, where a halt was ordered and they then dispersed. It was a noble sight to see these hale, hearty seamen, dressed in their short blue jackets and trowsers, man-of-war-frocks, tarpaulin hats, pumps and white stockings; and there never was an equal number of men marched through Boston streets in a more orderly manner than this portion of the Ohio's crew.

On the 28th, I gave an invitation to four or five of my shipmates, belonging to other cities, to visit with me some of the most interesting places in the city and its vicinity. This invita-

tion was accepted by them, and we accordingly visited Dorchester Heights, Cambridge Colleges, Lexington Battle-Field and Bunker Hill Monument; and after returning to the city we visited the State House, Museum and Theaters.

August 1st, I went to work in Charlestown at my trade, at which place I remained until the first of September. One evening in August, while in Charlestown, I went over to Boston to visit some friends, and as I was passing through S——— Street, the cry of murder reached my ear. I listened and found that it proceeded from a house situated at the end of a court leading from S——— Street. I tried the door but found it fast, and immediately burst it open, rushed into the sitting room, and was met by a man with a large carving knife, who immediately struck at me with it. I seized a chair and struck him to the floor. The cries for help still continued, and they seemed to proceed from a room adjoining, which I entered and there found a young lady struggling to free herself from the grasp of a villain. With one

blow of the fist I knocked the villain down and jumped over him, and taking the lady under my protection was about leaving the house when I was met by my first antagonist and a watchman who had been attracted thither by the noise. After hearing the truth of the matter, he sprung his rattle for the assistance of his brother-watchmen, who arrived in a few moments and took charge of the man of the house, and then proceeded to the next room to take the other villain, but found he had recovered sufficiently to escape through the window. The young lady expressed her thanks and gratitude to me for my timely assistance, and stated that she belonged in M———, New Hampshire, and that she arrived in Boston only the day before and visited the Intelligence Office, where this man saw her and hired her to sew in his family. He then hired a carriage and took her to his residence, and introduced two young girls to her as his daughters. She stated that she had retired to rest about half past nine, and being very tired fell asleep immediately; but was

shortly after awakened by the before mentioned villain entering into her room. The thought then struck her that she had been betrayed into a den of vice, and she tried hard to escape, but was grappled by the villain, when she cried for help and was rescued by my timely interference. I escorted the young lady to a respectable hotel, and when I was about to leave her she told me that she should leave the city the next morning, as she thought it safer to return to her country home than to remain in a city where there were such sinks of iniquity.

CHAPTER XXVI.

The first day of September, 1841, I visited the city of Lowell, where I remained a week visiting many of the factories, and enjoying all the amusements of that place. On the 8th, I took the coach for Fitchburg, at which place I arrived about noon; and the following day took the coach for Winchester, where I arrived about nine o'clock in the evening in company with my brother-in- law, Mr. Temple, whom I had overtaken at Winchendon. I intended to return to Boston after paying a short visit to my friends in Winchester, but through the urgent entreaties of my mother and friends I was prevailed upon to spend the winter at that place.

In March, 1842, I went to work at my trade for Gilman Morse and worked for him until May 7th, at which time I married a girl by the name of Alony A. D. Green, from Rutland, Mass., after an acquaintance of six weeks. I was at that

time in my twenty-sixth year, and my wife was in the sixteenth year of her age. She was a gay, artful and deceitful creature, but was quite good looking and rather attractive. This marriage was contracted on the impulse of the moment, and in after-years it caused me many hours of bitter sorrow. I will relate the circumstances of the marriage: On the morning of the 7th of May I invited Miss Green to ride with me to Brattleboro, Vt., having business to transact at that place; this invitation she accepted. We passed through Hinsdale to Vernon and called at a public house, where we met Dr. Washburn, the Gretna Green high priest of that section of the country. As I had previously been slightly acquainted with him, the Doctor extended an invitation to us to call on his family, which we accepted; and in the course of the visit we were united in the bonds of matrimony by the Doctor, neither of us having thought of the subject previous to our call on him. We then passed on to Brattleboro, and returned to Winchester on the 9th, where I settled and worked at my trade.

In June, 1843, I visited Rutland, Mass., in company with my wife, after which we went to the city of Worcester where we visited the Insane Hospital and other public buildings of any note, and then returned to Winchester. Nothing of importance happened until October 25th, 1844, when my wife left me. The two following weeks I heard nothing from her, neither did I know where she was; but the third week she returned to live with me again. In the fall of 1845, my health being very poor, I relinquished the carpenter's business, and commenced keeping a factory boarding-house in a place called Scotland, about one and three-fourth miles from Winchester village. In January, 1846, the factory, which belonged to David Ball, of Winchester, and John D. Goodnow, of Boston, was entirely destroyed by fire, which circumstance threw me out of employment. The following spring I hired a house in the south part of the village of Winchester, directly opposite Follett's hotel.

On the 4th of July, 1846, there was a great

celebration in Winchester, when I came very near being killed by a terrible accident, while loading a cannon which was being fired in response to the toasts delivered at the table by the master of the ceremonies. We had fired the piece so fast that it had become extremely hot, and while I was ramming the cartridge home, through the carelessness of the man who was thumbing the piece it exploded, and I was thrown directly in front of the piece into the river. I was immediately taken from the river and laid upon the ground, most of the company thinking me dead. There were a number of physicians present, some of whom pronounced life not extinct. I was then carried into the late Dr. Wheaton's yard. After the blood had been washed from my wounds, I was placed upon a bed which was kindly furnished by the Doctor, on which I was carried to Mr. Temple's, where my wounds were examined by Drs. Alexander, Wheaton, Pierce and Holland. On examination it was found that my left arm was broken between the elbow and shoulder, and the

bones in my hand and wrist were most of them broken. My right arm was horribly mangled, and the little finger shot away. On examining my head it was found that my skull was cracked, my upper jaw broken, and nearly all my upper teeth knocked out or broken off. My face was filled with powder and splinters, which caused the loss of my eyesight. No one present thought I could ever recover. At the time of the accident, Mr. Temple was absent on his way to Boston. Mr. Willard, another brother-in-law, was absent at the time but returned the same afternoon. He had been absent from his family two or three weeks, who then resided at West Winchester, about two miles from Winchester center village. On arriving at the village he heard of the accident, and proceeded immediately to Mr. Temples, where he heard that I had been carried, and kindly remained through the night, and the following day. Mr. Temple, on hearing of the accident, left his team and returned home, when a consultation was held by the physicians, which resulted in sending for the late Dr. Twitchell, of

Keene, who arrived Sunday morning with four assistants. After Dr. Twitchell had examined me he pronounced my wounds mortal, and said I could not possibly live six days. Previous to Dr. Twitchell's arrival the resident doctors had concluded to amputate my arm, but Dr. Twitchell said it would be giving me unnecessary pain, as I could not live, and there was great danger of lockjaw, and also of fever and mortification. For the first eight days after I was hurt, I was attended by Drs. Alexander and Pierce, each visiting me twice a day. It required two hours at each visit for them to dress my wounds. The ninth day, about two o'clock in the afternoon, my nurse discovered that while laboring under a fit of derangement, I had torn the bandages from my left arm, and that it was bleeding profusely. Assistance was immediately called in, and the physician sent for. When the Doctor arrived he pronounced life extinct, but on close observation he perceived a slight beat of a pulse in the temple. He then proceeded to take up the veins and arteries, and again bandaged the arm,

which stopped the bleeding, and after applying a few restoratives I revived. The following three weeks, Dr. Alexander attended me alone. Through the goodness of God, and the kindness and attention of my friends, my life was spared.

In six weeks from the time I was hurt I walked to my own home, about one hundred rods from Mr. Temple's. I will here state that in the course of the walk, there seemed a voice sounding in my ears: "The goodness of God in sparing your life should lead you to repentance." This struck me so forcibly, that on arriving at home I entered my closet, and prayed for the first time for years. After remaining sometime at my devotions, I felt as though a great burden had been removed from my heart, and that I could rely upon Jesus as my Saviour. The greater part of the time the following winter was spent in religious duties, such as attending meetings, having prayer meetings at my house, and conversing with Christians and others on the subject of religion. About a year from that time I joined the Congregational Church in Winchester.

In June, 1848, my wife's health being rather poor, the Doctor advised me to take a short journey, and we accordingly visited my sister who resided in Springfield, Vt. On the night of the 23d of July, 1849, my wife again left me. So artful had been her maneuvering, that I had not the least idea of her elopement until the following morning, when my niece, who was then residing with us, found on the table a letter addressed to me, which stated that she had left me, and that too forever ; and that it would be useless for me to follow her, as she should be many miles distant before this letter was read to me. The next October I had an interview with her, which resulted in a divorce, obtained the following December. December, 1849, I visited my friends in Boston, Charlestown and Hadley. On the 24th of March, 1850, I married a young lady by the name of Hannah W. Longley, of Lowell, Mass. I was now much happier than I had been for years.— Although I had lost my natural sight, I could discern my Saviour by the eye of faith. I will

here add, that my religious feelings were not caused by any excitement, as no minister had visited me, nor had the subject of religion been introduced by any one after I was wounded, until I mentioned it myself after my recovery.

In November, 1851, I received an invitation to attend my mother's wedding, which ceremony was performed by the Rev. Mr. Manson, of the Methodist Episcopal Church, at the residence of Mr. Willard, my brother-in law. My mother married at this time Mr. William Hewett, of Londonderry, Vt. There were present at the wedding, Mr. and Mrs. Willard and their family; my oldest brother, James Gould, Esq., of Boston; Mr. Willard's father and mother, and myself and wife. They were to leave the following morning for the home of Mr. Hewett.

At the request of my mother I composed the following lines, which were sung after the ceremony:

Dear mother, much do I approve
Your marriage choice and second love;
With your new home, may you be blest,
And with your husband there find rest.

Much happiness may you enjoy ;—
But don't forget your poor blind boy ;
Though you are going far away,
Do not forget for him to pray.

Your husband he will with you pray,
At dawn and at the close of day ;
Oh may those prayers to God arise,
Then you will gain the heavenly prize.

Then when a few short years are o'er,
I'll meet you on fair Canaan's shore ;
Yes, if we trust in Jesus' love,
We'll meet in that bright world above.

In June, 1842, I met with a great loss by the death of my oldest sister, the wife of L. S. Willard. She had always been kind and affectionate to me, I therefore felt her loss keenly. She was also a true hearted, kind, and affectionate wife and mother. In 1862 I was again called to mourn, for the loss of my mother. She died in Wilmington, Vt., at the residence of Mr. Temple, my brother-in-law.

THE REHEARSAL OF THE EX-MAN-OF-WAR'S MAN'S LAST CRUISE.

I've been a jolly sailor bold,
My name is R. F. G.;
When I was twenty-one years old,
I shipped and went to sea;
I went on board a naval ship,
The Ohio by name;
Then all our moorings we did slip
To cross the raging main.

'Twas eighteen hundred thirty-eight
The Ohio set sail,
And sailed for Gibraltar Strait
In a cold north-west gale.
We stopped at Gibraltar Rock,
It looked warlike and bold;
For me they did their gates unlock,
Their city to behold.

I visited Toulon in France
With many jolly tars,
And there we had a merry dance
Under our stripes and stars.
Then Naples I did roam around,
From thence on board did go;
I saw the Alps in the back ground,
All covered o'er with snow.

I saw the land called Corsica,
And I saw old Leghorn;

Then in Genoa I did stray,
Where Columbus was born.
I saw Marseilles, and Lisbontown,
And I was not alone;
We sailed the Bay of Biscay down,
Then sailed to Port Mahon.

We sailed from thence—cold was the air,—
And at the break of day
I saw the famous island where
St. Paul was cast away;
I saw Elba, and old Trieste,
And I have also seen
The ancient capitol of Greece,
King Otho and his Queen.

Then Smyrna City I did search;
Then did my way pursue
To the old ancient Christian Church,
Its ruins I did view.
To Patmos then I sailed away,
And landed from a boat,
Where St. John, all good people say,
His Revelation wrote.

I saw Palermo and her bay,
And I saw old Corfu;
Then in Sardinia I did stray,
With many of our crew,
I saw the coast of Africa—
It filled my heart with pain
To see the slaver bear away
Her swarthy sons in chains.

I saw Madeira and Fayal,
But did not long there stay,
For soon I heard the boatswain's call—
"All hands get under way."
Old Teneriffe I then did view,
Then Malaga in Spain;
I sailed then with as brave a crew
As ever cruised the main.

'Twas eighteen hundred forty-one,
In July, I came home;
I told my friends that I had done
The ocean for to roam.
I live now by the river side,
But I am poor and blind;
The one I have now for a bride,
She is both true and kind.

I've got the Bible for my chart,
And Jesus for my friend;
I'll from their precepts ne'er depart,
Till all my woes shall end.
Then when the voyage of life is o'er,
I'll trust in Jesus' love,—
He'll guide me to fair Canaan's shore,
That happy port above.

CHAPTER XXVII.

CONTAINING THE AFTER-RECORD OF THE MOST PROMINENT OFFICERS WHO WERE CONNECTED WITH THE OHIO, IN HER THREE-YEARS-CRUISE ON THE MEDITERRANEAN STATION.

Commodore HULL, our veteran commander, died in the year 1842, full of years and crowned with honor. The following lines were composed on Hull's fight with the Guerriere.

In eighteen twelve, amid the strife,
Hull fought for liberty and life;
Old Ironsides was the ship's name
In which brave Hull then cruised the main.

One day a frigate hove in sight;
Then with this frigate Hull did fight:
An Englishman she proved to be,
But breve Hull sunk her in the sea.

The English Captain went on board,
And to brave Hull gave up his sword;
Hull cruised east, and then sailed west,
With Captain Dacres for his guest.

Captain Robert F. Stockton, our senior or fighting captain, on his return to the United States, was promoted to the rank of Commodore, that being the highest rank in the naval service at that time. Soon after this he resigned his commission in the navy and was chosen Senator from his native State, New Jersey, to represent that State in the Congress of the United States. He was the author of the bill abolishing whipping in the navy. He had seen the evil effects of this practice,—when a man was called up to the gangway to be whipped, and when all hands were called to witness the punishment,—and that it degraded the man to such an extent that it did him more harm than good. Commodore Stockton was an excellent officer, a perfect gentleman, a true patriot, and a good citizen.

Captain Joseph Smith, our junior or sailing captain, owing to ill health on his return to the United States, was ordered by the Navy Department to fill various stations on shore: among the rest, head of the Navy Bureau at Washington. He has been promoted to the

rank of Rear Admiral. Midshipman ALBERT SMITH, his oldest son, has done service to the country as commander of a blockading ship, and by taking many privateers in the course of the war for the Union. JOSEPH SMITH, Jr., Admiral Smith's youngest son, it will be remembered by many of our readers, was the Lieutenant-Commander of the ill-fated sloop-of-war, Congress, which was sunk in Hampton Roads, by the iron-clad frigate Merrimack.

Our Lieutenant-Commander PENDERGRAST, though a Southerner, was true to his flag, his country, and the Union. He was a brave, bold and efficient officer, and did good service in the last war for the Union, and against the Rebellion, and was promoted to the rank of Commodore. Our second Lieutenant, SAMUEL MERCER, though a Virginian, was also true to his flag, his country and the Union. He was a good and efficient officer, and was well liked by his junior officers and crew. Our third Lieutenant, SAMUEL F. DUPONT, on his return to the United States, filled various stations under the orders of

the Navy Department. He was the owner of the famous Dupont Powder Works at Wilmington, Delaware. Though a Southerner he was also true to his flag and the Union. He was as noble-hearted and brave a commander as ever trod a ship's deck. For instance, dear reader, look with me off the harbor of Beaufort, South Carolina. See the noble Dupont, giving his orders to his junior officers concerning the battle which is about to commence with those two forts, Walker and Beauregard, those formidable forts which command the harbor of Beaufort. Look again, dear reader,—what is that we see? It is the noble Wabash bearing the broad pennant of Admiral Dupont. See, he does not send his junior officers to battle with the enemy alone, but takes the lead and goes first into battle with his own noble ship. As he nears Fort Beauregard, see, he pours in a full broadside of shot and shell, as also do those ships in his rear that are following in the wake of the Wabash. By the time that the last of his floating batteries has discharged its last broadside at Fort Beau-

regard, the noble Wabash has turned her course and is now pouring her broadside of shot and shell into Fort Walker. See also, Dupont, in his method of fighting, draws nearer to each fort, at each circling broadside which he pours into them. By this maneuver, the enemy's shot most of them pass harmlessly over Dupont's fleet. Look again, dear reader, what do we see now? the rebel enemies of their country fleeing from those strong-holds, and the flag of our country waving from the ramparts where before floated the rattlesnake of South Carolina.

Lieuts. HITCHCOCK and GAINSVOORT, with many of our junior officers, did good and efficient service to the country in the war for the Union. I would here remark that I think justice has not been done to our navy during or since this struggle,—not through any desire of the press to do them injustice, but through their negligence in not placing correspondents on board naval ships, as well as in the army. The navy has been called upon to do the arduous duty of blockading the numerous ports between the Potomac and the

Rio Grande—arduous on account of their being exposed on a lee shore, and to storms on a dangerous coast; to watch night and day to prevent blockade runners supplying the enemy with food, clothing, and munitions of war. They have also done good service on our rivers and lakes. We never have read of but very few desertions from the navy, for sailors are generally as bold, brave, and generous a set of men as the world contains.

And now, dear reader, if I have interested you in the perusal of this simple but true tale, I am amply paid.

The following lines are added, at the request of some of my personal friends:

THE FALSE WIFE.

In eighteen hundred forty-two
A foolish thing I then did do;
I married Miss A. A. Green,
And she proved false, as will be seen.

I had not lived with her long,
Before I found her in the wrong;
One Sunday night she ran away,
And stayed three weeks, just to a day.

Then from a letter I did learn
That unto me she would return;
If I her follies would forgive,
She would return and with me live.

To this I then did give consent,
But soon I had cause to repent;
She was deceitful, gay and bold,
And half her follies I've not told.

'Twas while I lived with this false wife,
One day I nearly lost my life;
My life was spared, but I was blind,
And then this woman proved unkind.

In eighteen hundred forty-nine,
She thought it would be very fine
If from her husband she could roam,—
She'd try and find another home.

She left me, and then changed her name,
And unto her be all the shame;
Yet she may feel God's chastening rod,
Before she's laid beneath the sod.

Before she does this life depart,
May Jesus touch her hardened heart;
That heart it must to Christ be given,
If she would dwell with him in heaven.

HANNAH AND HER SAILOR-BOY.

Hannah is a charming girl,
Her fine hair in ringlets curls;
And love sparkles in her eye
When her Sailor-Boy is nigh.

Hannah has dark auburn hair,
And her countenance is fair;
And her face, it beams with joy
When she sees her Sailor-Boy.

Hannah is both true and kind,
Though her Sailor-Boy is blind;
The gifts of God she shares with joy,
With her poor blind Sailor-Boy.

Hannah reads with great delight
Her Holy Bible every night;
Then she prays and sings for joy,
With her darling Sailor-Boy.

LINES ON THE DEATH OF A SISTER'S INFANT SON.

I saw a mother kiss her child,—
The babe awoke and sweetly smiled;
That mother's heart was filled with joy,
As she caressed her infant boy.

Alas! that mother's joy was brief,—
That mother's joy was turned to grief;
Her babe lies in its narrow bed,
It sleeps now with the silent dead.

I saw that mother yet again,
That mother's heart was wrung with pain;
Oh! may she give her heart to God,
Then she can kiss his chastening rod.

That mother is my sister dear,
Oh may her heart from pain be clear;
Yes, may that heart to Christ be given,
Then she will meet her babe in heaven.

LINES TO LIZZIE A.

Lizzie, think not of him lightly,
Though a doctor he may be;
He is young and gay and sprightly,
As most men that you will see.

Lizzie, by his good profession
He will gain both wealth and fame;
Has he to you made confession?
And will not you change your name?

Lizzie, is this all illusion?
Does he not your heart demand?
Banish then all your confusion,
And accept his proffered hand.

Lizzie, it was my intention,
When I did begin this rhyme,
Somewhere in it marriage mention,
But 'twill do another time.

THE WAY MISS C. W. WOULD LIKE TO BE MARRIED.

I would be married in the night,
And have the church well filled with light;
In purest white I would be dressed,
And wear a diamond on my breast.

Then at the altar I would stand,
And take my lover by the hand;
I'd have the priest pronounce us one,—
This is the way I'd have it done.

I would be married in this way,
Then, friends or foes, they could not say
That any one received a slight,
For I would have them all delight.

Then with my husband I would roam
Unto his bright and peaceful home;
I would enjoy all of love's charms,
As he embraced me in his arms.

THE TINKER AND TAILORESS.

In Winchester there lived a maid,
And she had learned the tailor's trade;
Yes, she could make a coat and vest,
And entertain Joe as her guest.

This fair maid, she was often seen,
I think her age was just nineteen;
Her form was tall, her face was fair,
With bright blue eyes, and auburn hair.

This maid once lived on Miry Brook,
But now she's caught by young Love's hook;
The one who's caught this pretty maid,
Works in a shop where pans are made.

This man's namesake, I have been told,
Was once into old Egypt sold;
But now he sells stove-pipe and pans,
That he does make with his own hands.

THE SLEIGH RIDE.

Young Web one day went out to ride,
With fair young Emma by his side;—
Five weeks ago last Saturday
Off they went, with horse and sleigh;
They cleared the bridge at a single bound,
And off they rode towards Brattletown.

When Mary heard that they had gone,
She thought that Web had used her wrong
In taking Emma out to ride,
For she had thought to be his bride;
With such sad thoughts, her eyes cast down,
She sighed, and thought of Brattletown.

Young Peter had but just gone down;
As they passed through old Hinsdale town,
He said the way Web's whip did crack—
You'd thought Sir Luce was at his back;
But looking round, he no one found—
Still on they rode to Brattletown.

When Sally did this story hear,
Her heart was also filled with fear
That Web might some way lose his life,—
Then she could never be his wife;
While feeling thus, the tears ran down,
Till Web arrived from Brattletown.

I'll say to all these maidens fair,
Web's heart is free as mountain air;
If this does not your heart aches cure,
Of one thing I am now quite sure:
When next he rides, I'll bet a crown
He'll take you all to Brattletown.

THE LAST INTERVIEW.

Down in the bay, our ship lay moored,
With pennants flying in the wind,
When dark-eyed Lizzie came on board,
Saying,—"Where shall I my true love find,—
Tell me, ye seamen, tell me true
If my dear Roland sails with you?"

Roland was high upon the yard,
Tossed by the billows to and fro;
Soon as her well known voice he heard,
He sighed, and cast his eyes below;
The ropes slipped quickly through his hands,
And quick as thought by her he stands.

He said, " dear Lizzie, lovely dear,
My vows shall ever true remain ;
Let me kiss off that falling tear,—
We only part to meet again ;"
The noblest seaman in the fleet
Might envy him those kisses sweet.

" Though duty calls me from thy arms,
Let not my pretty Lizzie mourn;
Yet if I live, and free from harm,
I will unto my love return ;
In every clime, on every sea,
My heart it shall prove true to thee."

But scarce one year had passed and gone,
When far from his dear native land,
He heard that he was left alone,—
For she had gone at God's command,
To dwell in that bright world above,
Where all is pure celestial love.

ERRATUM.—Page 46, third line—for "two hundred and eighty," read *two hundred and eight.*

W 6 1

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